THE UNITED ASSESSED Sole Agents for the NITED ASBESTOS COM-ANY, LTD. LONDON. ODWELL & CO., LINITED

General Managers.

TUESDAY, OCTOBER 17. 1899. NEW SERIES No. 1343. 日三十月九年五十二緒光

號七十月十英港香 二拜禮

Entimations.

BRAIN-FAG!

BRAIN-FAG is an expression used to convey the idea of that condition of the brain where it is tired, worn-out or

broken down from various causes, such as worry, anxiety, over-work and excesses of various kinds. In cases of this

kind, so common in this enervating climate, the first impulse is to resort to stimulants, which may give temporary

relief, but wherever there is stimulation there is bound to be a reaction, which leaves the sufferers in a far worse

condition than they were before. To this fact may be ascribed more than one half of the break downs which are

bridges over the difficulty, and stimulates, strengthens, and sustains without any deleterious after effects.

Wathins, Limited.

WORRY, ANXIETY, OVER-WORK.

BOVRIL IS

AGENTS FOR CHINA:-

so frequently brought to our notice in the Far East. A cup of.

Prescribed by Medical Men throughout the World.

Supplied to British and Foreign Governments, and

And also in Every Civilised Country in the World.

Sold by over 150,000 Customers throughout the United Kingdom alone,

UNITED ASBESTOS ORIENTAL

AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

SUPERINTENDENTARCHIBALD RITCHIE.

CHIEF SUPERINTENDENT......THOMAS SKINNER.

ESTIMATES given for every DESCRIPTION of WORK.

Used by all the Principal Hospitals,

THIRTY DOLLARS
PER ANNUM.

Banks.

JOKOHAMA SPECIE BANK, LIMITED ESTABLISHED 1880.

CAPITAL PAID-UP 12,000,000

Head Office: YOKOHAMA. Branches and Agencies,

TOKIO. NAGASAKI LONDON. NEW YORK SAN FRANCISCO. HONOLULU. BOMBAY. SHANGHAI. TIENTSIN.

THE LONDON JOINT STOCK BANK, LD. PARŔS' BANK, LD. THE UNION BANK OF LONDON, LD. HONGKONG AGENCY :- INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

LONDON BANKERS:

Hongkong, 4th October, 1899.

LIONGKONG AND SHANGHA BANKING CORPORATION.

RESERVE LIABILITY OF PROP'TORS.\$10,000,000

COURT OF DIRECTORS: REM. GRAV, Esq., Chedman. N. A. Siens, Esq., Deputy Chairman. David Meyer Moses, Esq.

A. McConachie, Esq. E. Goetz, Esq. A. J. Raymond, Esq. A. Haupt, Esq. R. H. Hill, Esq. P. Sachse, Esq. The Hon. J.J. Keswick. R. Shewan, Esq. CHIEF MANAGER:

Hongkong-Sir THOMAS JACKSON. Manager: Shanghai-J. P. WADE GARD'NER, Esq. LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 21 per Cent, per Annum. For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. THOMAS JACKSON, Chief Manager.

Hongkong, 16th October, 1899. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONGAND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 PER

CENT. perannúm. Depositors may transfer at their option balances of \$100 or more to the Hongkong and SHANGHAL BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the HONGKONG AND SHANGHAI

BANKING CORPORATION, Chief Manager.

Hongkong, 1st August, 1895.

IMPERIAL BANK OF CHINA.

OF THE 12TH NOVEMBER, 1896. Shanghai Taels. SUBSCRIBED CAPITAL 5,000,000

ESTABLISHED BY IMPERIAL DECREE

PAID-UP CAPITAL 2,500,000 Head Office: -SHANGHAI.

Branches and Agencies. HANKOW. CANTON. PEKING. CHEFOO. CHINKIANG. SWATOW. FOOCHOW. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agen-

HONGKONG BRANCH. Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS. per Annum Fixed Deposits for 3 months.

E. W RUTTER. Acting Manager. Hongkong, 15th October, 1898.

THE NATIONAL BANK OF CHINA

HEAD OFFICE: HONGKONG.

Board of Directors :--Chan Kit Shan, Esq. Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq. | D. Gillies, Esq. J. T. Lauts, Esq.

Chief Manager, GEO. W. F. PLAYFAIR.

Hongkong, 30th May, 1899.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE —LONDON,

CAPITAL PAID UP.

T. H. WHITEHEAD,

Manager, Hongkong.

Hongkong, 20th May, 1898.

[31]

Untimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

REMARKS STEAMERS CAPTAINS TO SAIL LONDON 1 Candia W. H. Haughton, R. N. R. About 24th Oct. ... Freight only. * (Passing through the Inland Sea). '† (See Special Advertisement).

Hongkong, 17th October, 1899.

BLATZ.

AMERICAN BEER,

SOLE AGENTS:-

H. PRICE & Co.,

12, QUEEN'S ROAD.



Telephone

(Manufactured from TREBLE DISTILLED WATER.)

Is the most suitable for mixing with Wines and Spirits; neither discolours them nor changes their flavour, as is so often the case with those Mineral Table Waters which contain iron and other salts.

CALDBECK, MACGREGOR & CO., AGENTS,

AQUARIUS COMPANY.

Hongkong, 4th October, 1899.

THE LIMITED.

No. 5-B, BUND, YOKOHAMA.

FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

Yokohama, 1st October, 1897.

E. V. SIOEN, Manager.

Ex. S.S. SHANGHAL.

Interest allowed on current AN UNPRECEDENTED SHOW OF Abnum on the Daily Balances.

On Fixed Deposits for 12 months. 4 per cent. FASHIONABLE WINTER GC NOW ON YIEW.

> W. POWELL & Co., Immed. Opposite P.O., 1st floor.

LONDON........JavaG. W. Gordon, R.N.R...About 2nd Nov. ...Freight or Passage.

> 1 Via Marseilles. 1 § Via Shanghal. For Further Particulars apply to

H. A. RITCHIE, Superintendent.

A LIGHT, SPARKLING

WELL BREWED AND CAREFULLY BOTTLED.

WINE AND SPIRIT MERCHANTS,

Hongkong, 17th October, 1899.

SPARKLING MINERAL TABLE WATER.

"A PERFECT TABLE WATER."

(GENUINE EDISON) WITH FITTINGS. PRICE \$80.

LANE, CRAWFORD & CO.

WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY, ... '9, Old China Street, Shanghai

12th October, 1898.

.18, PRAVA CENTRAL,

(Near Hongkong Hotel).

TITSULBUSSAN KAISHA

No. 6, Ice House Street, Praya Central. Head Office:-TOKIO.

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN

Agencies:-Miiki Coal Mines, Kanada Coal Mines. Hokoku Coal Mines. Yoshinotoni Coal Mines. Ohnoura Coal Mines. . No. 1, Ohtsuji Coal Mines. "Ichimura Coal Mines. Kishima Coal Mines. Yoshio Coal Mines. Yamano Coal Mines. Manoura Coal Mines. Meiji Fire Insurance Co., Limited.
Knnegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Milke Cotton Spinning Mills.

Imperial Government Paper Mills. Onoda Cement Company.

Manager. Hongkong, 19th August, 1899.

DODWELL & CO., LIMITED, General Managers.

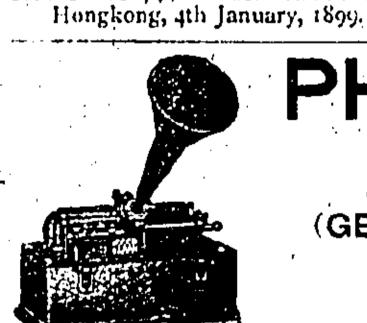
PEAK HOTEL

CRAIGIEBURN.

THE PEAR HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1.330 feet above sea Level. CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter. Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA, CITY OFFICE, 7, Duddell Street.



PHONOGRAPHS.

Manager.

THE NEW HOME PHONOGRAPH

of the BOWELS.

(Proprietors and Sole Manufacturers)

JAPANESE CURIOS.

JUST RECEIVED.

XMAS CARDS & TOYS.

FANCY KAGA VASES & TOILET-SETS.

LACQUERED, BARK & BAMBOO

ANCIENT JAPANESE ARMOURS.

Hongkong, Canton, and Japan Views.

AT LOW PRICES.

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

36, Division Street, Kobe.

NOTICE.

NIGHT SCHOOL for EUROPEANS, Fy an Ex-Schoolmaster.

D. NOMA,

No. 12, Beaconsfield Arcade,

Opposite the City Hall.

FRAMES.

THE POPULAR DINING ROOMS

NIOW OPEN. Good Home Cooking and NA Meals at all hours. Hongkong, 9th October, 1899.

Branch Offices:-

The Osaka Shosen Kaisha, Ltd. Tokio Marine Insurance Co., Limited.

MITSUI BUSSAN KAISHA, K. HASEGAWA,

Terms moderate, for Particulars apply c/o This Office. Hongkong, 18th August, 1899. [1048a

Hongkong, 9th October, 1899.

Hongkong, 15th March, 1898.

EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held at the CLUB HOUSE, on THURSDAY, the 19th October, 1899, at &P.M., for the purpose of confirming or otherwise the RESOLUTION passed at the Extraordinary General Meeting held on the 3rd instant.

HONGKONG CLUB.

NOTICE.

C. H. GRACE,

Hongkong, 4th October, 1899. UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

DIVIDEND of \$18 per Share for the year 1898, equivalent to 36% on the Paid up Capital of \$50 per Share, has been

WARRANTS will be issued on the 13th By Order of the Board,

DOUGLAS JONES, Secretary. Hongkong, 12th October, 1899.

Notice of Firm.

P. & O. S. N. COMPANY.

URING my Temporary Absence from the: Colony Mr. L. S. LEWIS will be in charge of the Company's business at this Port.

H. A. RITCHIE, Superintendent:

JUBILEE 🚫 LOUGE OF INSTRUCTION.

REGULAR MEETING of the above Lodge will be held at the FREEMASONS! HALL, Zetland Street, TO-MORROW,

Hongkong, 16th October, 1899.

NORTH GERMAN FIRE INSURANCE

THE Undersigned AGENTS of the above Class FOREIGN and CHINESE RISKS at

Hongkong, 28th May, 1895.

To be Net.

FFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IM-PERIAL BANK OF CHINA).

Compradore Office, E. C. HOCHAPFEL. "Hongkong, 23rd March, 1899.

TO LET. SEMI-DETACHED VILLA RESIDENTED CES on Bowen Road (now in course of erection.)

GROUND FLOOR, 52, PEEL STREET. OFFICES :- 1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messis. MELCHERS & Co.)

Apply to THE HONGKONG LAND INVEST-

OFFICES TO LET.

NO. 2A, ICE HOUSE STREET. Immediate.

Civil Engineer & Architect. Hongkong, 7th October, 1899.

Hongkong, 16th October, 1899.

Masonic.

the 18th instant, at 8 for 8.30 P.M. precisely. Visiting Brethern M.M. are cordially to invited

Insurance.

COMPANY OF HAMBURG.

CURRENT RATES. SIEMSSEN & Co.

TO LET.

PROPERTY lately occupied by the Bowrington Saw Mills.

"HARFORD." MAGAZINE GAP.
No. 4, RIPON-TERRACE.

MENT & AGENCY CO., LD. Hongkong, 28th August, 1899.

Apply to W. DANBY,

To-day's Advertisements.

BANK HOLIDAY.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business, on WEDNESDAY, the 25th instant, at I o'clock P.M.

For the CHARTERED BANK OF INDIA, Australia and China, T. H. WHITEHEAD, Manager, Hongkong. For the HONGKONG & SHANGHAI BANKING

CORPORATION, T. JACKSON, Chief Manager. For the NATIONAL BANK OF CHINA,

G. W. F. PLAYFAIR, Chief Manager. For the MERCANTILE BANK OF INDIA.

JOHN THURBURN, Manager, Hongkong. For the BANQUE DE L'INDO-CHINE,

Hongkong Agency, .. BERINDOGUE. Acting Manager. For the BANK OF CHINA & JARAN, LIMITED, Hondkong,

CHANTREY INCUBALD, Manager, For the YOROHAMA SPECIE BANK, LIMITED, S. CHOH.

For the IMPERIAL BANK OF CHINA, E. W. RUTTER. Acting Manager.

Hongkong: 17th October, 1899.

TENDERS FOR CONSTRUCTING QUAR-TERS FOR COMMANDER (N) AND | &-NAVAL ENGINEER OFFICER.

TOLANS and SPECIFICATION may be seen and Form of Tender obtained on application to the Superintending Civil Engincer, Works Loan Department. Sealed Tenders, marked "TENDER FOR CONSTRUCTING QUARTERS to FOR COMMANDER (N), &c." should be sent to the Commodore in Charge H. M. Naval Yard Hongkong, not later than Twelve o'clock, NOON, on THURSDAY, the 26th day of October, 1899. Hongkong, 17th October, 1899.

> NORDDEUTSCHER LLOYD, NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASARI (Passing through the INLAND SEA.) THE Company's Steamship

"HOHENZOLLERN." Captain H. Kirchner, will leave for the above Ports, TO-MORROW, the 18th instant, at

For futtlier Particulars, apply to Hongkong, 17th October, 1899.

> NORDDEUTSCHER LLOYD. NOTICE.

STEAM TO SHANGHAL THE Company's Steamship

"BAYERN," Captain E. Prelin, will leave for the above place, TO-MORROW, the 18th instant, at For further Particulars, apply to

MELCHERS & Co., Hongkong, 17th October, 1899.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship " CALCHAS." Captain Gregory, will be despatched as above

on THURSDAY, the 19th instant. For Freight, apply to

BUTTERFIELD & SWIRE, Hongkong, 17th October, 1899.

DOUGLAS STEAMSHIP COMPAN LIMITED.

FOR SWATOW, AMOY AND TAMSUL THE Company's Steamship

• "HÁHÍOONG." Captain Robson, will be despatched for the above Ports, on FRIDAY, the 20th instant,

-at\Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 17th October, 1899. . . [131] THE CHINA AND MANILA STEAM SHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY, THE Steamship

" NANYANG: Captain Lehmann, will be despatched for the above Port, on FRIDAY, the 20th instant

This Steamer has Accommodation for **Passengers**

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 17th October, (1899).

NORDDEUTSCHER (LLOYD. NOTICE TO CONSIGNEES.

S.S. "BAYERN."

THE above named Steamer having arrived \mathbf{L}_{-+} Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th instant, will be subject

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be minad on TURSDAY the auth instant and THURSDAY, the 26th instant, at 9.30 A.M. All Claims must reach us before the 3rd November, or they will not be recognized. Bills of Lading will be countersigned by the Undersigned.

No Fire Insurance has been effected. MELCHERS & Co.,

Hongkong! 17th October, 1899.

To-day's Advertisement.

PUBLIC AUCTION.

HE Undersigned have received instruction: from Mr. R. D. VANIA, the Administrator to Sell by PUBLIC AUCTION,

SATURDAY, the 21st October, 1899, At No. 26, GAGE STREET. THE WHOLE OF THE HOUSEHOLD AND OFFICE FURNITURE.

Belonging to the Estate of the Late

R. C. VANIA.

Comprising: --BRASS and IRON BEDSTEADS, WARD ROBES, OVERMANTELS, DRAWING SUITE, EXTENSION DINING TABLE, MARBLE-TOP TABLES, CROC-KERY and E. P. WARE, WRITING TABLE, COPYING PRESS, &c., &c.

ALSO; TWO IRON SAFES. On View from FRIDAY AM. TERMS :-- As Usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 17th October, 1899.

Intimation.

A. S. WATSON & Co.. LIMITED.

IMPORTERS OF HIGH-CLASS

B.--Superior Pale Dry. dinner wine, Green -\$10.80Capsule - - -C,--MANZANILLA.

NATURAL SHERRY. White Capsule - - - - - -CC: Superior Old Dry, PALE NATURAL SHERRY, Red Scal Capsule - - - - - - - - 12.00 D. VERY SUPERIOR OLD Pale Dry, choice old wine.

White Scal Capsule 😽 🕒 - 14.40

E. Extra Superior Old PALE DRY, very finest quality, Black Seal Capsule (Old) Bottled y 🎝 🚅

-B.-C. and C.C. are excellent dinner Wines and suitable for invalids and fine. delicate stomachs. D and E are "after-dinner Wines of a very superior 💌 vintage. All are true Xeres Wines, Laure only cases of communicable diseases re-

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits...to...be.genuine...when...bought direct from us in the Colony or from our authorised Agents at the Coast

A. S. WATSON & Co., Limited QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

At "Devon Villa," Singapore, on the 8th inst. the wife of W. N. MASTERTON, R.N.R., Acting Chief Engineer, Col. Str. Son Helle, of a

daughter. DEATHS. On Saturday, the 7th instant, at Singapore, Captain S. L. B. SORENSEN, aged 66 years. On Saturday, the 7th instant, at No. 11, Lloyd Road, Singapore, FRIEDRICH CARL RUDOLPH PHILLIP VON HARTWIG, in his 81st year.

Hongkong, Tuesday, October 17, 1899.

NOTES AND COMMENTS.

According to the Reuter's telegram-which we publish to-day, the Boers have virtually scored the first point of the war by the capture of one of our armoured trains. It will be remembered that Reuter's telegram of the 6th instant stated that the defences of Mafeking included two armoured trains, and in all probability it is one of these which the Boers have captured, and destroyed. Vryburg near which the capture took place, is situated upon the railway, about midway between Mafeking and Kimberley, and, as the line runs within five miles of the Transvaal. border, a little to the southward of Vryburg, it is natural to suppose that the train was attacked at this point while running between Kimberley and Mafeking. Possibly it is just as well that the train was destroyed by the Boers, for, otherwise it would have been a powerful weapon in their hands in the event of an attack being made upon either of the three towns of Kimberley, Vryburg or Mafeking. If, in addition to destroying the train, the Boers have cut the railway, then communication with Mafeking and points beyond will have been interrupted. However, as the Boers

appear to be in force with their artillery on the Bechuanaland border, we may soon expect to hear further news of the course of events in that quarter, which happens

to be our weakest position. In Natal, too, the Boers appear to be advancing to the attack, for we do-not suppose that General White would take his

town is about forty miles from the Transvaal. better prepared for them, for the Indian con- and secured booty to the value of \$2,000. tingent has been landed and sent to the front, so that unless the Boers descended in overwhelming force it would be but reasonable to suppose that our troops would be ! as they are sufficiently reinforced to carry the enter on land for the purpose of the Survey. war into the enemy's territory and force the passage of the passes leading to the Transvaal

and Orange Free State. The Naval Brigade, landed by the Admiral. at Simonstown, will we presume, be either sent up the railway towards Mafeking or else to protect the interests of Hollanders in the take the place of troops sent to the front. It must be remembered that we have not only to supply a force capable of dealing with the Boers in the Transvaal and the Orange Free State, but that a sufficient force | Lieut.-Col., vice Brevet Col. R. B. Mainwaring, must be scattered over Cape. Colony to pre- | c.m.g., removed on appointment to the Staff. vent a rising on the part of the Dutch | Capt. E. L. Engleheart to be Major vice the sympathisers of the Boers and also to prevent | Hon. H. E. Bertie, promoted. them from giving aid to the enemy or going over the border to join their forces. In this there. We have got a big job on hand with the Transvaal, and news of further lighting will be awaited with interest.

REUTER'S TELEGRAMS.

THE TRANSVAAL WAR.

LONDON, October 15th. The Boers have derailed and destroyed an armoured train near Vryburg. The crew of the train, who maintained a brisk fire for four hours, were eventually overborne by the enemy's artillery and made prisoners.

The Admiral at Simonstown has ordered the immediate landing of a strong naval brigade. Sir Redvers Buller has started for the Cape. General White made an advance with twelve guns from Ladysmith, with the intention of attacking the Boers, who were advancing with eleven guns; but failing to draw on the Boen

Martial law has been proclaimed at Bloem fontein and Britishers have been ordered t deave the country.

the force returned to Ladysmith without fight

WEATHER REPORT.

The Observatory report says:--On the 17th at 11.55 a.m. the barometer con tinues to rise on the China coast. The depres sion has probably passed to the Pacific, E. of Japan, and the high pressure area still lies over Central China. Gradients moderate with strong mousoon on the coast and in the Na part of the China Sea. FORECAST: Fresh N.E. winds:

LOCAL AND GENERAL.

ported last week were two of enteric fever, one of which was on board a ship.

RINDERPEST is said to have been communicated to the wild pig of Ulu Pahang, probably from some sick buffalo. Numbers are found dead by the roadside.

the Protected Native States will be issued at an early date, next year; digers and krisses being the chief portions of the design. THE Perak Pioneer warns Taipeng people to

...NEW postage and revenue stamps for use in

beware of forged Hongkong and Shanghai Bank notes that have been put in circulation there. They are printed on Chinese paper.

IT is stated that Major Girouard, R.E., President of the Egyptian Railway Board, Is at present in Pittsburg contracting for 400 steel freight cars for the Egyptian State Railway.

WE are pleased to learn that Mr. Hussy, who recently saved the life of a Chinaman, who fell overboard from off the steamship Changsang (for which he is to be presented with the Humane Society's medal), has secured his master's ticket in a recent examination.

A NEW Transvaal industry is the growth of coffee. An attempt has been made in the De Kaap Valley, and the first bag was harvested and sold in Barberton at 18, 4d, per lb. A'con siderable number of plants are being cultivated, and one grower expects to have a ton of beans for disposal during 1899. It is reported that the quality of the coffee is exceptionally fine.

THE wonderful record of progress of which the Equitable Life Assurance Society of the United States can fairly boast, is set forth in an interesting manner in the fortieth anniversary number of the Equitable Record, say the N. C. Daily News, "It relates the organisation," early experiences, progress in the face of serious difficulties, and the startling reforms that it has introduced into modern life insurance. The way in which the Society weathered the panic of 1893 is alluded to with natural pride, and, in conclusion, the enormous transactions of the concern are succinctly placed before the reader. The beauty of the book-it is no mere pamphlet ---is enhanced by pictures of the palatial buildings in which the work of the Society is transacted all over the world.

THE Chinese authorities evidently anticipate trouble with the Italians in the near future, for, according to an official dispatch received from or Liu of Chekiang wired on the 10th instant to Brigadier General Vii, in command at Taichou. to abandon the search for the fugitive adherents vicinity. Former Shanghai Taotai Li Kuangof that province, has received a wire from Peking to hasten with all his available troops to the sea coast and mass them at certain ini- the prayers of the Imperial family for rain have portant points near Wenchow.

guns many miles from Ladysmith, and as that | WE understand a report has been sent to | A NEWSPAPER published at Kansas City states Hongkong to the effect that the pirates on the that an order has been given and accepted for frontier the Boers must have invaded our West River have raised a sunken launch or 500,000,000 feet of Southern yellow pine, for territory. But in Natal we are at present | river boat by means of passing wires under her |

A FORMAL notice appears in the Madras Gazette in connection with a light feeder railway to the South Indian Railway from Kalikiri capable of dealing with them until such time to Rayachoti, authorizing the Engineers to

> Ar date of latest advices the Dutch cruiser Holland was being held ready at Batavia to proceed at once on the outbreak of war between England and the Transvaal, to Delagon Bay Transvaal.

> THE following are extracts from the London Gazette: -- Major the Hon, R. H. Bertie to be

LORD Kitchener formally opened the bridge Naval Brigade we suppose that our old across the Atbara. In his speech he deplored friends of the Powerful will be included, as I that British firms had been unable to undertake well as the crew of the Terrible, for both the work. At the same time, in expressing his these vessels are doubtless in Simon's Bayat | delight that our cousins across the Atlantic had the present moment or else shortly experted slipped in and congratulated them on this success. For a through journey from Cairo to Khartoum only seventy-five miles of rails have now to be laid.

> A scientific expedition has been despatched by the Royal Society and the Natural History Department of the British Museum to Arabia for the purpose of making a voological exploration of the highlands in the neighbourhood of Aden, and of penetrating as far as possible into the interior in an easterly direction. The and Mr. William Dodson.

THE Shanghai Echo de Chine of the 10th states that M. Waldcck-Rousseau has given his award in the matter of the Creusot strike. The work. A MESSAGE from Aden states that a Russian men are satisfied with it, and it is hoped that they will return to work immediately. The under consideration the establishment of a son of the Grand Vizier has been, assassinated at Pera: -- After the defeuner at the French Consulate-General Marshal Su went on board a Chinese gunboat which conveyed himsto-Woosung, where he embarked on the Pascal. His staff consisted of twenty-six persons.

MR. Hector Sampson, who has successfully conducted the Shanghai Race Pari-mutuel for several years, leaves Hongkong in the stramship. Barery to morrow for the northern port, to again superintendent the business connected with the totaliser. Mr. Sampson has left southern ports, where he has been engaged in a flourishing business, on purpose to run the Pari," and we are pleased to learn that the committee appreciate his services so highly as to call him from such a distant port as Bangkok.

WHILST the H.A.L. steamer Andalusia was coming up to her berth at the China Merchants' lower wharf on the last of the flood yesterday afternoon she collided with two cargo boats. that were alongside of the wharf when swinging. The steamer, which is 400 ft. long, had a little too much way on when dropping the anchor but considering the channel is only 600 wide no blame can be attached to anyone even if the damage, had been greater. Now that the bulk of the commèrce is brought to the port in practically Atlantic liners it would be well if these ships were made to either dodge from the bar up for the ebb or anchow below the shipping until the tide turns. -N. C. Daily

THE second steamer to the order of Messrs. Arnhold, Karberg & Co. for the Shanghai-Hankow trade was successfully launched from Messrs. S. C. Farnham & Col's cosmopolitar Dock on the 10th inst. The tug Samson left the Nanking Road Jetty at 3.25 with a number of guests and arrived at the yard a few minutes to 4 when it was intended to to perform the ceremony, but the navigation on the river caused a detention, the vessel not taking the water until 4.40. The christening was prettily performed by Miss Florence, the little daughter of the Dock Co.'s manager, Mr. Geo. Peebles. After the vessel, which was named Sui-an, was water home and in shfety, the company adjourned to a slied where refreshments were laid out, when neat speeches were made and toasts drunk to the success of the vessel, her owners, and her builders. The Sul-an will be a sister ship to the Sui-tai launched a fortnight ago by the same builders. 🥕

THE Peking and Tientsin Times of the 7th

inst. says :-- Very geat sympathy was felt with Miss Armstrong, the sister of Lady Macdonald, who is in charge of the British Minister's children. Miss Hodgson, Lady Macdonald's maid, and Miss Field, Miss Armstrong's maid, died of dysentery at Peitaiho on the 20th ult. and 2nd inst, respectively.—It is noted that the Laccount of the spontaneous act in granting us est inst. was the 2,450th birthday of Confucius. --All the German instructors are reported dismissed from Gen. Yuan's camp. -The list of Reformers, and there is to be no more persecution .-- The Peking Race Meeting has been postponed to the roll and uth prox.-The Japanese Club at Figuresia been opened .-- Mr. Kinder's 80 miles of railway from Lukouchia to Paotingfu have been handed over to the Belgian-Syndicate, who have now actually got some railway in working order, and Mr. Kinder's staff left Hangchow by the Shanghai mandarins, Govern. Liuliho by the first train amid an ovation of fireworks.—The French railway from Lunchou to Nanning is to be built with Russian money. --- A new line of steamers is to be opened inof Ying Wan-te, to mobilise all his troops at mediately by the N. Y. K. between Shanghai Taichou, and prepare to resist a possible and Tientsin.—The P. & T. Times says: aggressive movement of the Italians in that The anxiety at the continued absence of rain is so great in Peking, that the Governor of the chin, who is now Provincial Judge of Chekiang | Imperial Prefecture has been sent to Hantan and also Generalissimo of the territorial forces | district, in the south of Chihli, to fetch the famous Iron Tablet kept in the King Dragon Temple there. This is the last resource when

proved unavailing.

use in the construction of the Cape to Cairo Railway. The timber is to be furnished within two years. It is the largest order known in the history of the lumber trade.

THE programme of railway construction for the ensuing year will necessarily be much affected by the development of the apprehended famine in Western India. Amongst the lines the earthwork on which is likely to be commenced with famine labour are the Nagda-Bara section of the through line to link the Bombay Presidency with Delhi and Muttra; also the new line through Cutch to connect Karachi with the Bombay railway system.

THE general feeling seems to be in favour of what is called "municipalisations" of electric light. The time has come when Bombay should be independent of syndicates and promoters. If the Municipality now boasts of its own colossal water-works, costing 14 crore of ropees, entailing a maintenance expenditure of fully 12 lakhs per annum, which is almost wholly recouped from the water-rate, why should it not manufacture its own electricity for lighting purposes and profit by it.

THERE must be something very rotten in Municipal management in Rangoon, when a well-known firm writes to a local paper complaining of the constant smell arising from the east drain of the road in which they live. Messrs. Watts and Skeen say that for several years they have been complaining about these smells and the Municipal Health Officer was apparently at one time busy deciding on the merits of the straw supplied to Municipal bullocks! It seems rough on the tax-payers leaders of the expedition are Mr. B. Percival to have to pay about Rs. 1,000 a month to an official for such work, whilst the drains of their streets are neglected although they pay a héavy scavengering tax. 💉

> navigation company is understood to have service between Aden and Basra, which would also touch at Bandar Abbas and Bushire. It may well to recall the fact that Qasra, which is situated on the Euphrates, some 56 English miles from the Persian Gulf, is accessible to vessels of 500 tons burden. The projected service would be worked in connexion with the boats of the Russian Volunteer Cruiser Fleet which call at Aden. The Politische Correspondenz observes that there is the more disposition, at Aden to attribute this scheme to political motives as Russian commerce with Southern Persia and Arabia is very slight.

> SENATOR Carter of Montana, is an interview last month, said that in his opinion the war in the Philippines would be ended by January 1st. Then, he said, would come the question of the future disposition of the islands. The Republican party, he believed would settle this question by insisting that the retention of the Philippines was a matter of business profit "As to the form of government," continued Senator Carter, "I should say that a Governor ought to be appointed by the President, with a council also selected by him. There might be a Filipino Legislature, composed of prominent men from each of the islands, to discuss questions and advise the Governor. I don't approve of a commission. I think the authority ought to be vested in a responsible head, not spread through several commissions."

THE RELEASE OF AMERICAN PRISONERS BY THE FILIPINOS.

THE ORDER OF DISCHARGE

The following is a translation of the document signed by the American prisoners recently liberated by the Filipinos. According to the descriptions which they give of them selves they are American soldiers and not a handful of nondescripts, as was asserted by Manila paper. Four of them belong to the Joth United States Infantry; three to the 3rd U.S. Infantry; three to the 9th; one apparently being unattached, for he does not particularise his regiment.

TRANSLATION.

At Tarlac, the Headquarters of the Philippine Republican Army, 25th September, 1899, in presence of the General Chief of the Staff General Pantaleon Garcia, Colonel of General Staff Manuel Sityar, Secretary, and the Interpreter of the English Language, Senor Lorenzo L. Zialcita, with the prisoners of war of the Army of the United States of America assembled whose names are signed at the foot of the present act. These prisoners have been notified of the liberty granted to them in virtue of the decree dated the 31st of August last issued by the Honourable Sr. President of this Republic. It is unanimously agreed: That in consideration of the humane treament received and strictly in accordance with the laws of modern warfare, which are carefully observed by the Filipinos, and being grateful for the generosity extended to us as also on liberty without the exaction of special conditions or granting liberty as the result of negotiations with our Government, and being convinced that the struggle for independence (of Grand Council has been instructed to burn the the Filipinos) is not in any way contrary to the dictates of humanity, but is in fact in strict accord with the rights proclaimed by the American Constitution: Now therefore we, spontaneously and of our own free will bind ourselves on our words of honour not to again, take up arms against the Filipinos during the continuance of the present war, a pledge which General Pantaleon Garcia accepts in the name of Filipino Government. Done in triplicate, the Americans herein.

referred to attaching their signatures, namely W. E. McElrath, James Boyle, Thos. Ford, Thomas Daly, N. H. Miller, Albert Rubeck, Otto Schew, Otto Wagner, Chas. V. Willander, Peter J. Rollings, Paul J. Spillane. The American citizens, after the present act (binding themselves to refrain from again taking up arms against the Filipinos during the present war) had been read over to them transact in presence of the Austrian subject Angelo Busato, who together with the official inter-

signature. Signed PANTALEON GARCIA (Here follow the signatures of the Americans.) The Syndicale would gladly payette from

OCEAN TOWING AND ITS DIFFICULTIES.

The following extracts from the log of the s.s. Esmeralda, kindly supplied by Captain A. W. Cobban, will doubtless prove of interest to our readers. The thanks of the United States Authorities are certainly due to Captain Cobban and his Chief Officer for the manner in which they safely delivered their charge in spite of heavy weather and a useless crew.

On Monday, the and instant, the s. s.

Remeralda left Hongkong for Manila with a

large lighter in tow, belonging to the Quarter Master's Department of the United States Army. With the exception of the usual troubles attendant upon towing, all went well until 12.40. p.m. on the 3rd instant, when the tow-rope parted. A boat was lowered and by 4 p.m. the tow was again under wayr. During the day the wind and sea were increasing from the N.E. with every appearance of bad weather. At 8.30 p.m., when about 200 miles S.E. of Hongkong, the tow-rope again parted. The night being dark and a high sea running, nothing could be done but stand by the lighter until daylight, while, to add to the gravity of the situation, the wind had backed to North and the barometer was falling. At 10.30 a.m. on the 4th after a great deal of difficulty, we had the tow in hand again. In the afternoon, the wind and sea increasing and the barometer falling, the vessel's head was put to the N.W. On the morning of the 5th the wind was veering and. the barometer steady and the vessel was kept away to the S.E. By noon a strong gale and heavy sea was experienced and at 5.45 a.m. the tow again parted company. The lighter's crew being helpless in making the tow-rope fast, or even in attending to it, Mr. Blaxland, the Chief Officer, volunteered to board the tow and effect this, which service he carried out in a very satisfactory and plucky manner, in spite of the high sea running. The crew of the lighter were at this time transferred to the Esmeralda, for they were useless, and although high confused seas and dirty weather were experienced to the end of the trip, the Esmeralda brought the lighter in safety to Manila.

A SHANGHAI WEDDING

.The Cathedral has seldom looked more charming than yesterday afternoon when it was decorated for the wedding of Mr. E. W. Maitland and Miss Wilcockson, says the N. C. Daily News of the 11th. The bride and bridegroom are so well known and popular that a very large number of friends attended. They found the interior of the building daintily. attired for their reception. A white carpet stretched up the nave, while overhead delicate green folinge met and covered in the space between the pews. The chancel space was even more effectively decorated in white and green. A green-trimmed trellis-work ran upwards from the communion fail, and suspended above the heads of the happy pair as they knelt was a wedding bell of white flowers. These decorations were the work of Mrs. Bland, assisted by Miss, Edward White. The service, which was choral, was conducted by the Rev. H. C. Hodges. The bride was given away by her father, and was attended by Miss L. Moorehead, Miss Allen, and Master and Miss. Twentyman. Mr. N. G. Maitland was best man, assisted by Messrs. E. Gumpert, A. Hide, R. Sutherland, and R. Moorehead. The presents, largely of silver, filled a room. Both Mr. and Mrs. Maitland have been connected with the A.D.C. Mrs. Maitland, indeed, is one of our best amateur actresses, and accordingly. these gifts included a beautiful bowl of filigree work with two small vases to correspond from

THE TRAMWAY TENDERS.

In our (Shanghai Daily Piess) issue of Monday, October 9th, we published the minutes of the joint meeting of the Municipal Council and the French Council when the reports of the engineers on the tenders for the trainway concessions were presented. It was decided, on the strength of their recommendations, to present to the ratepayers at a meeting on Tuesday, next, the tender of the Shanghai' Tramway Syndicate Ld. for approval. The reports of the engineers give unqualified appreciation of this particular tender and as the conditions imposed by the Municipality are accepted in their entirety, little better can be done than to accept it, if the rights are to be given to a company. The Syndicate offers the sum of \$50,000 for the first yearand an additional \$1,000 each succeeding year, as well as a percentage on the gross receipts over \$20,000 per mile. The right of purchase is reserved by the Municipality after fifteen years, and at the end of fifty years the whole system and plant become the property of the town free of charge, f not previously purchased. A glance at the conditions published by the council show that the engineers have been careful to hedge round the concession every conceivable condition for the prevention of abuses by the successful tenderers. Indeed we congratulate Mr. Mayne upon his specifiations, and also upon the pamphier for the benefit of tenderers and the ratepayers interested. After a careful perusal we fail to find a single safeguard omitted, and as the tendering syndicate, whose offer is to be submitted to the ratepayers, have accepted the conditions in globo it must be taken for granted that they are not drastic or in any way, unworkable. When the ratepayers meet on Tuesday afternoon we trust that some of them will be prepared with facts and figures to show that in accepting the offer to be placed before them they are practically giving away a, valuable concession. for a mere song. Street passenger traction is practically, unknown in the East Some years ago a company did, endeavour to compete with the lestive richsh w puller in Singapore. They laid their mils and ran their cars, but as the rickshaw men reduced their fares to something like one cent Mex. permile, the tramway, company were a speedily pushed into the bankruptcy, court where they still remain. Their lines of rails have been pulled up and sold and the tramway in Singapore is now a legend. The failure of a company to make tramways pay in Singapore doubtless is in the mind of those among us who argue that the offer now before the public should be promptly accepted. But it must be remembered that since the days of the Singapore street cars, street traction has been cheapened and altogether altered. In America and Australia, cities smaller, and less scattered than Shanghai, can obain engrmous sums for street traction concessions Twelve years ago the right to lay and run trams in the city of Melbourne was sold for upwards of Li,000,000, sterling, and the purchasing company have since paid over 30 per cent on thore pred op control buch and thore for lated and explained, affirmed and ratified the land, a city of under 80,000 people has recently been offered (500,000 for its existing horsecar service, with right of alteration and extention. preter witnessed the Americans attach their on terms very similar to those drawn up in signatures, in certification whereof it who Shanghai. / laken altogether we are strongly conducted the ceremony, hereunto altach my of opinion, that the Shangbal stramway rights:

are being practically given away, and that if

double the num now usked for was demanded.

WEI-HAI-WEI

EXTRACT TROM CONSUL HOPKIN'S REPORT.

have been frequently asked since our prospects of Wei-hai-wei, and whether it might become a northern Hongkong. It must be remembered that Wei-hai-wei is even worse the central and western parts of the province, supply the same region, than is Chefoo, being some sixty miles more to the eastward. There is little or no real analogy between the positions of Hongkong and Wei-hai-wei. The former lies at the seaward end of a splendid system of navigable waterways, a day's steam only from an immense city, the capital of the provice, and on the edge of a rich and densely-populated delta. Wei-hai-wei, on the contrary, is nearly the remotest point of a rocky peninsula far from any river communication with the interior, and almost without roads, amidst an agricultural population in a region of few and inconsiderable cities. Along the coast to the south is Kino-chow Bay, excellently placed for trade, and with the prospect of railway communication with the interior in the very near future.

Four hours steam from Wei-hai-wei, to the west, lies Chefoo, which though naturally but little better situated in point of land communication, has the advantage of being, as a well-established treaty port, commercially a -going concern, with all that is implied by that, which Wei-hai-wei is not.

That trade follows the flag may fairly enough express a generalised commercial truth, which does not, however, necessarily affect particular conditions otherwise unfavourable. So I do not anticipate for our new naval station a commercial future like that of the one time fishing village of Hongkong. Rather, it is a fair presumption that trade will follow the railway-so much the better for Kiao-chow and Talienwan.

* For the rest, the territory taken over consists of rather barren hills and valleys, closely cultivated with the cereals usual in the province, be acepted because it is impossible to estimate sides grows a dwarf oak, on which feed the caterpillars, producing the "wild silk" of Shantung. The cocoons of the neighbourhood find their market in Ning-hai Chou, a city just outside the western boundary of our territory, from which point they have hitherto been conveyed for sale to Chefoo.

dongas of all this region, and from time to time hinately the following. in the past considerable finds are reported to have been made. There are somewhat sanguine expectations affoat on this subject.

No trouble from the population was met with by the survey party of Royal Engineers last summer in carrying on their operations in the 10-mile zone. These were completed without a single untoward incident, such supplies as the country afforded being freely sold by the villagers.

PHILIPPINE NEWS.

(From the Manila Times.)

ANOTHER FIGHT AT ANGELES. On the morning of the 11th Angeles was the scene of another brisk little skirmish in which nearly all the garrison of that place were engaged. The fight did not last long, but was warm while it lasted and resulted in five casualities on our side,

The battle was opened at 3-30 a.m. by the insurgents, who poured several heavy volleys into the outposts stationed near the bridge, and followed this up by more or less fusilading. Troops were turned out to quiet them and a stiff little fight followed, in which the enemy used their modern Krupp. Soon the whole garrison was out on the skirmish line and com-

hour, and after a lull, was resumed again at a a.m. and kept up until daylight. At first | there was very little response by our troops | commanded by Captain W. Schörning, and until the Artillery turned loose and with a few well-directed shells succeeded in discouraging Messrs. Behn Meyer and Co. being the local the enemy from all further attempt.

The line advanced to the left of Angeles and after two hours of warm work they drove the enemy out of their position in the woods.

Our loss was five wounded and the insurgents' is unknown.

At Meycauyan an attack was made Tuesday night on the outposts and several volleys fired. Co. B of the 16th Infantry turned out to return the fire and put a quietus on things.

ATTEMPT TO BLOW UP A MAGAZINE.

The Laguna de Bay is still at the Navy Yard receiving a new awning and many little repairs. The paddles of the two side wheels have been renewed, as the old ones were broken and cracked. Most of the crew, numbering about fifty, are now quartered in a store room among piles of rope and between walls on which are hung various irons, rings, chains, hooks and some tools. The commander of the Laguna de Bay is Lieutenant Franklin of the 23rd Infantry, who is on the Helena, which lately left for a short investigation of the condition of the Ariete at Orani, This gunboat was sunk at the time of Dewcy's victory and is similar to the Pampanga, a boat now on the dock. The boat boys are anxiously waiting for the Laguna de Bay to again reaume active service.

an outbreak of trouble of some kind was brewing in these parts. A scouting party of eight, under Sergeant Fraizer, made an investigating about their non-delivery. tour through the woods to the two companies at the causeway and two suspicious Filipinos were caught armed with large knives. As an evening manœuvre, probably planned to work in co-operation with a general uprising, a bold attempt was made to blow up the magazine containing large stores of powder, shells and heavy missiles. There was a strange noise heard about midnight by the sentry near post No. 16 in Fort Felipe and he gave the alarm to the corporal, and soon an investigation around the magazine revealed a place where one or more evil-doers had removed two large square blocks from the solid stone masonry and were on the highway to a great "blowout." A large iron bar was found, but the workers had taken to the darkness and hid. The guards were increased and a number of extra marines were called out, but nothing further turned up.

Large supplies for the various departments of the navy yard lately arrived on the Celtic. and Nan San. Boastwain Brown, of the navy yard, has been kept very busy for several days overseeing the unloading of the many cascoes. The Celtic brought provisions from the States, while the lumber paint piping, long irons, rope, etc., came from Hongkong on the Wan San. A great deal of lumber is being used at present in enlarging the officers' quarters in Fort

THE COST OF THE WAR.

call Congress in session, before December to provide funds for military operations. Of the eighty millions authorized to be spent in twelve months more than thirty two millions were spent from July to August 23 inclusive. At occupation what I thought of the commercial | this rate the entire eighty millions will be exhausted before Congress gets in regular session. Ten new regiments have been a charge for the last month and the ten still to situated as a port of shipment for produce from | be raised will become a charge in about another month, so that the ration expenditure will be or as an entrepôt for foreign trade destined to increased, and additional transports and the extension of operations in the Philippines will swell expenses, which are now at the rate of two hundred millions a year. The department asked for one hundred and forty-four millions for the year, but Congress would not allow it. Administration officials, however, are confident that the insurrection will be speedily suppressed, and that it will not be necessary to issue bonds, as the treasury balance, including gold reserve, is two hundred and seventy six millions,

> GENERAL OTIS STOPS CAVALRY. A Washington dispatch says that General Otis has cabled to the War Office that he does not require any more cavalry sent to him. He finds himself already embarrased by the difficulty of procuring forage for the horses at present in Manila. The War Office has consequently decided that no more cavalry shall be sent.

POPULATION OF THE PHILIPPINES. According to Gironniere, the civilized popular tion of this Colony in 1845 was as follows, namely :--Europeans (Including 500 friars.)..... Spanish-native half-breeds.... Spanish-native-Chinese half-breeds ...

Total civilized population...., 3,507,277 In the last census, which was taken in 1876, the total number of inhabitants, including Europeans and Chinese, was shown to be a exactly the number of unsubdued savages and mountaineers, who pay no taxes and so are not accurately enumerated. The increase of native population was rated at about two per cent. per

which are known to be decreasing. In Manila City and suburbs it is calculated that there were in 1896 about 340,000 inhabit-A little gold is also found in the ravines or ants, of which the ration of classes was approx-

	EN CEN	MCENT.	
Pure natives Chinese half-breeds Chinese Spaniards and creolos Spaniards half-breeds Foreigners (other than	68.00 16.65 12.25 1.65 1.30	Say,	331,200 59,700 38,660 5,610 4,320
Chinese)	0.15	- 1	510
The Walled City alon	00,001	11	340,000

ation of about 16,000 souls.

SINGAPORE TRADER IN COLLISION.

A "CLAN" STEAMER SUNK.

News has been received here of a serious collision between a steamer trading to Singapore and one of the "Clan" line. From the reports to hand it appears that about eight a.m. on the 4th September, during a dense fog, the Danish steamer Cathar belonging to the East Asiatic Company, of Copenhagen, collided with the British steamer Clan Macgregar, off Cape St. Vincent. The Cathay rammed the Clan Macgregor on the starboard side, amidships, and the latter sank some time afterpliments were freely exchanged. Lieut. Finlay's wards, but the Cathay picked up all the crew, Artillery took part and shelled the enemy, Cadiz with her plates injured in three places, no lives being lost. The Cathay put into and stem twisted to starboard. Her forepeak The first volley firing only lasted half an was supposed to be undamaged. It is expected that the repairs will take about six weeks. The Cathar is of 2,650 tons register, was bound for Singapore with a general cargo, agents. The Clan Macgregor was one of the "Clan" line, a company which has been very unfortunate with its ships of late. She was of 1,924 tons, net register, and owned by Messrs. Cayzer, Irvine and Co., of Liverpool .--Straits Times,

BANGKOK METHODS.

IN DELIVERING CARGO.

It appears to us, says the Bangkok Times, that consignees of cargo here have a real grievance in the methods adopted by the shipping firms of the port. Here is an experience of our own, and it appears to be by no means an uncommon one. Some days ago we learned that seven bales of paper had been forwarded to this office from Hongkong. We prepared to take delivery on receipt of the notification from the agents, knowing from experience that there is usually no warehousing whatever, and that goods are often damaged by being allowed to stand in the rain. But no notification of their arrival was sent, and, it was only on writing to inquire that we were, informed that the goods had come to hand eight days previously. If his goods happen to be brought here by a steamer consigned to a firm that he does not expect to receive them through, the consignee's On Tuesday afternoon a rumor was affoat that where goods have lain for at least a month on plight is still worse. There are eases on record

a Bangkok wharf while the consignees have been writing and telegraphing to the consignor Once more, six and a half ticals are charged by the agents on seven bales of paper--for warehousing perhaps, or landing, or something, although it is quite on the cards that damage

may be occasioned by rain and exposure. Surely the obvious duty of shipping companies here is to do as is done elsewhere. Hongkong, for example, the arrival of cargo is notified to the public by the agents through the Press, and a source of annoyance would be removed if this were also done in Bangkok. The present method, or want of method, is positively archaic, and would not be tolerated in any other port of the same size.

SPANISH CONSULATES. CLOSED.

The Caceta de Madrid of the 22nd August publishes a list of the Consulates which have been ordered to be suppressed, and which have been hitherto paid for out of the revenues of the Philippines. The list includes the first class and the vice consulates at Singapore, Hongkong, Amoy, the first class consulates at Melbourne, Calcutta, and Tamsui, the second class consulates at Saigon, Batavia, Tientsin, Nagasaki and Kobe. The Consulate General at Shanghai is reduced to a second class consulate, and the maintenance of this as well as the new Consulate General and Vice Consulate The expenditures by the war department are lat Manila and the second class Consulate at

THE TRANSVAAL. LATE TELEGRAMS.

SIMIA, September, 23rd. In the event (which, however, is not looked upon here as probable) of a further Brigade being despatched from India to South Africa, the Essex and Royal Irish may not unreasonably expect to be included.

BOMBAY, September 28th. The departure of the remaining squadrons has been delayed owing to an outbreak of

The s.s. Nevasa has sailed with an Ammunition column.

BOMBAY, September 28th. Dragoon Guards have been unable to sail for Durban and have been sent back to Deolali.

- BOMBAY, September 20th, replace the two squadrons of the Fifth Dragoons for South Africa, unless anthrax disappears in the course of the next ten days. LONDON, October and,

A crowd of Boers, at a station on the Delagon Bay Line of Railway, forced a number of refugee passengers in the train to uncover their heads during the singing of the "Volkslied" and severely kicked and trampled upon several Englishmen.

The transport Lalpoora arrived at Duban last | evening with the 21st Battery of Field Artillery, which lands to-day.

The Orange Free State Artillery, under Commandant Albrecht, are moving towards Kimberley? The Free State also occupies Bothas Pass, situated twenty miles from Newcastle. Three squadrons of Natal Carbineers have hurriedly mustered at Ladysmith and started in

the direction of the Orange Free State border. Natives have looted stores at Charlestown. The Hawarden Castle, Lismore Castle, Roslin Castle, and Harlech Castle, have been chartered as transports and ordered to be ready in ten

days. They will accommodate 4,000 men. Colonel Brocklehurst, of the Blues, will sail in the Mexican to command the Cavalry Divi-

Major Girouard, Constructor of the Soudan

annum, except in the Negrito or acta tribes, The Duke of York has been appointed to an honorary Colonelcy of the First Bengal Lancers, which will henceforth be known as a long life of a quarter of a century, and looking

The whole of Natal local forces, and a great

The Duke of Devoushire (Lord President of the Council), in the course of a speech at Manchester, last night, said that, if the unofficial versions of the Transvaal reply, to Mr. Chamberlain's last despach were correct, it was to sanction a big extra grant for re-armament minate. Great Britain considered it useless to further press the Franchise proposals, which were not received in a spirit promising to a solution. The Government, he said, had, therefore, been compelled to formulate demands-which were moderate and, under other circumstances, they would probably be made the basis of negotiations. The military preparations made by the Transvaal, his lordship said, compelled Great Britain to act in a similar manner and to summon Parliament to sanction extra expenditure. His lordship, in conclusion, said he still trusted that wiser counsels would prevail with the Transvaal.

Two thousand Boers are mobilised on the frontier, near Mafeking,

A Boer camp has also been established, near ! Vryheid, where a great force will be mobilised, probably on Monday. Hostilities are regarded nation getting a concession in the Yangtze

smith, and a portion of them proceeded to Makaar to help defend the border. There are numerous signs of Military activity: in the Orange Free State, where the Burghers

are concentrating.

LONDON, October 4th, The Daily Telegraph says it is believed that the Government will ask for a credit of ten millions sterling, of which three-and-half millions already have been expended and the remainder will enable the Government to

continue the operations in South Africa until The Imperial authorities at Mafeking have

Cabinet, whose apathy is the subject of much criticism. The transport Secundra has arrived at Durban from Bombay.

The troops on the steamer. Lalpoora have been landed and proceeded to the front at once. A telegram from Bloemfontein states that the Landdrost of Boshof wires that British troops have crossed the Free State border from Kimberley,

Strong rumours are current that the Transvaal has sent an ultimatum to the British Government, demanding the withdrawal of British forces from the frontier within 48 hours. It is even stated that the limit has almost

THE COLONIZATION OF NEW GUINEA.

DUTCH AND GERMAN FAILURES. The work which has been done in the past

in British New Guinea by Sir William MacGregor, and is still being carried on by his capable successor, Mr. Le llunte, is an objectlesson to the Dutch and German possessors of the lands of Papua in the art of successful colonization. The Hollanders undoubtedly have the best part of the great island. Yet, in despite of the manifold advantages offered to them by nature, they have achieved nothing] beyond supplying a vast number of the Dutch | colours to savage chiefs-colours that are Consuls have an armed force at their disposal. supposed to represent the might and im. The English Consul placed his men under the portance of his Majesty the King of the orders of Messrs. Jardine & Co. to protect them Netherlands, and are carried by their in building their rampart. This was a violation . stark-naked possessors in their blood-thirsty. of the rights attached to the Russian Concesraids against other native tribes inhabiting sion of 1896. The Muscovite Consul then sent the Dutch littoral. The Germans, on the other in his turn some cossacks, who not only obliged hand, have made a big effort to emulate the English soldier" one unarmed constable! success achieved by Sir William MacGregor, | -"to retire, but, more yet, dispersed the maand have lamentably failed. But their meed | sons. of praise is due: they tried to colonize-as far as enterprise went—as Britishers colonize new | the Consul-General at Shanghai, who ordered territory inhabited by wild and distrustful savage people. But they made the fatal mistake of of conciliation and instruction, as exemplified on the way with reinforcements. by the Government of the late Administrator of British New Guinea; is better than the Congo Free State methods of the German and Dutch officials in New Guinea.

entrie to New Guinea in the early years of the tre, the importance of the Russian trade in that present century; they went there; and are there city, the rights which Russia holds from her now, and have done nothing. The Germans treaty of 1896, it is easy to understand how have been there since 1884, and their colony is serious the matter is, and why the English moribund, despite the aid given to it by the German Government. The British possession But the conflict has now taken a diplomatic of New Guinea can pay its bills, and there the course. England is too occupied in South matter lies; for when a colony can pay its bills, Africa to undertake any serious engagements. and does not ask for money from Imperial in the Far East." sources, its prosperity is assured. British New The Matin makes an excellent story of it, creating the fear that it may be necessary to lloslo will be paid out of the revenue of Spain. German New Guinca, and will always be ahead. | closing senfence,

THE RACES AT MAURITIUS.

PROHIBITED ON ACCOUNT OF PLAGUE.

HISSING IN THE LEGISLATIVE COUNCIL.

From a Mauritius paper it appears that the Legistative Council there has passed an Act that the Races be forbidden this year, in virtue of a special law, owing to plague." It was argued that the races invariably bring a large crowd into Port Louis, and that many of the Indians who might come in would be going to visit their Indian friends in the town, amongst whom plague is raging, with many Owing to further cases of anthrax the Fifth deaths a day, and it was feared that they might take the infection back into the motussil. When the news of the prohibition They will rest at the camp there for a few | became known, there was a general outburst of indignation and anger on the part of local sporting men, but it was thought that it would It is believed that the Fourth Dragoons will be useless to prohibit fairs and festivals in the healthful mofussil and to allow the races in the plague stricken town. There was another motion in the Council a few days later to upset the regulation, which had only been passed by 12 votes against 11, but in the interim a highlyplaced civil servant had died of plague, and, with such a striking instance of plague amongst Europeans, the original motion, instead of being overthrown, was confirmed by 18 votes to 6. The result was received with hissing on the part of some of the strangers on the visitors' benches -a display of feeling which the Governor promptly suppressed.

THE INDIAN NATIVE INFANTRY.

THE RE-ARMING QUESTION.

One of the questions that is now most seriously occupying the attention of the Indian. military authorities is that of the recarmament of the native infantry, which has reached a point at which it may fairly be called urgent. The Martini rifles now in the hands of our native troops are so worn out, points out the Pioneer, that it is generally agreed that they can no longer be looked upon as efficient railway, will also leave in the Mexican for the of these rifles were not new when they were weapons for military purposes. The majority issued to the native army, but were made over by the British regiments when the latter received the Lee-Metford, They have therefore had It is rumoured that the Duke of Connaught it can well be understood that they require will accompany Sir Redveis Buller to South renewal. On the other hand, it is difficult to replace the worn-out Martinis nowadays, part of the police have gone to the north. The that its manufacture has practically ceased; Berkshire Regiment has been despatched to and besides, it may be said with some reason that if renewals are required on any extensive scale, the money would be better spent on providing a more up-to-date type of arm. The Government of India, however, will assuredly -Admirally and Horse Guards Gazette.

RUSSIANS AND ENGLISH.

THE CONFLICT AT HANKOW. - A VAST ENTREPOT.

THE TRADE OF THE VANGTZE-KIANG, -THE REGIME OF CONCESSIONS.

Under the above heading a very recent issue of the Paris Matin has a most amusing article on the recent dispute at Hankow. It begins by explaining the position of Hankow and the importance of the Yangtze, "which was opened to the trade of Europe by England;" and ! England is now trying to prevent any other Valley by way of lease or otherwise. England The Natal Volunteers have reached Lady- has, indeed, the monopoly of the trade in these regions as France once had in the Levant, The competition of the other nations is bound to destroy this monopoly, as the French monopoly has been destroyed in the Levant. Once England shouted for the Open Door, because she did not expect anyone else to go through it; now her object is to shut the door tight. But it is too late.

One of these doors is the Yangtze. An English company runs steamers regularly between Shanghai and Hankow. Junks go up as high as Chungking. " By the treaty of Chefoo, the river is free as far as Ichang, at the western extremity of China, and there is an open field armed the Civil Guard, thus overriding the for British trade to the very foot of the Tibetan plateau. Let her only open a road from Burma, and England will be mistress of an incomparable road, uniting India with the China sea." Unfortunately other nations are profitting by England's having opened the door to Central China, an act of which England is now repenting; and the Matin goes on to mention the Lu-llan railway, the importance it confers on Hankow, and the determination of Russia to have a concession there. The Matin continues :-

> "We know what incessant difficulties the English create for us in the matter of our Concession at Shanghai. It is an analogous difficulty that they are creating for the Russians at Hankow, and with the greater ardour, because they pretend to an influence which excludes all rivalry in the Valley of the Yangtze.

"So, in a portion of the Russian Concession ! there has been established, since 1862, and English house of great importance, belonging to Messrs. Jardine, Matheson and Co. In order to isolate themselves and free themselves from any dependence on the Russian Consulate Messrs. Jardine and Co. resolved to emulate M. Guérin, and to wall themselves in. So they called in masons and ordered them to build round their domain an unscalable wall, behind which the Russian authorities could exercise no surveillance, nor do anything else.

"In these cities in the interior of China, the

a gunboat to proceed up the Yangtze and bring her broadside to bear opposite the English. hanging, shooting, and slaughtering, instead of | Consulate (stc), sailors were landed to protect conciliating and instructing. And the policy the Jardine property, and another gunboat is "It is obvious that the situation is very

strained at Hankow, "If we consider how acute are the English To put the matter briefly, the Dutch had the pretensions over the whole Valley of the Yang-Press is so reserved about it.

Guinea is a long way ahead of Dutch and but the point that touched us all here is in the.

SHIPPING REPORTS.

Captain Cobban, of the steamship Esmeralda, from Manila, reports :- Moderate breeze from N. and N.N.E. with fine weather.

Captain Maddox, of the steamship Charterhouse, from Singapore, reports :-- Fine weather throughout with light N.E. and northerly winds.

NOTANDA. CALENDAR

OCTOBER. Meteorological means based on fifteen years' observations to 1808. Barometer29.982 Thermometer76.2 Humidity71 Rainfall5.794

TO-DAY: Tuesday, 17th October, 1899. Chinese-13th of 9th moon of 25th year of Kwang-sii. Sun-Rises 5/1r. 59min. Sets 5hr: 34min. High water -- Morning 7hr. 23min. Afternoon 7hr. 10min. Low water Morning thr. Smin. Afternoon Ihr. 30min.

ANNIVERSARIES. 1842 - St. John's Cathedral, Hongkong, dedi-

1853-Duchess of Edinburg born. 1854-Siege of Sebastopol commenced. 1862-Outbreak of Cholera in Victoria Gaol. 1880-Glenfruin and Camorta collision in Hongkong Harbour.

1885-Piracy on board the steamer Greyhound 70 miles from Hongkong; Captain Syder killed. 1889-The German barque Oscar Meoyer lost on the Pratas Shoal.

1893 - Earthquake at Taipeh fu, Formosa. 1856-Dr. Sun Yat Sen detained in the Chinese Embassy, London, British barque. West York towed into Hongkong dis-1898-Straits Legislature prohibit the importa-

tion of Japanese yen. _TO-MORROW-Wednesday, 18th October, 1809, Chinese-14th of 9th moon of 25th year of Kwang-sii. Sun-Rises 5hr. 59min. Sets 5/12. 33min. High water-Morning 8hr. 22min. Afternoon Shr. 11min. Low water-Aforning thr. 58min. Afternoon 2hr. 3min. ANNIVERSARIES.

1836-The Viceroy issued orders for the expulsion of twelve foreign opium merchants from Canton. 1860-The Imperial Summer Palace at Pekin

burnt by the British forces. 1875-British barque Roode destroyed by fire at Manila 1892-At a meeting of the Chartered Mercantile Bank of India, London, and China a scheine of reconstruction was approved. 1896 -- Collision at Woosung between the steam-

ships Wingsang and Oscarshal. 1897-The Japanese Battlaship Fuji arrived from England. 1898 - American Peace Commissioners refuse to assume any of the Cuban Debt. Americans occupy Porto Rico.

SHIPPING AND MAIL NEWS.

MAILS DUE. German (Bityern) to-morrow. Indian (Suisang) 19th inst. Australian (Changsha) 22nd-inst. French (Annam) 23th inst. Australian (Guthrie) 24th inst. American (Coptic) 26th inst. Canadian (Empress of India) 9th prox. American (America Maru) 11th prox.

The C. M. Co.'s steamer Changsha will leav Manila for Hongkong on the 19th inst.

The N. P. S. S. Co.'s steamer Quee Adelaide, sailed from Portland Oregon on the 15th inst, for Japan and Hongkong,

The steamer Kasuga Maru (Australia: Line) left Manila for this port 16th Oct. p.m. and is expected to arrive here on the 19th October a.in.

HONGKONG AND WHAMPOA DOCK RETURNS. Isla de Cuba...... at Kowloon Dock Isla de Luzon Simla,..... Liberal Section Commence Dr. Hans Jury Kier. . . . Petrarch D. Juan d'Austrja ...

PASSED THE CANAL. Outward-22nd September-Malacca, 26th September-Energia, Adria, Anapa, Bamberg, Voroneg. 29th September-Annam. 3rd Oct.-Indravelli, Ixion, Kintuck, Vindobona, Hakata Maru. 6th October-Japan, Yarra, Undaunted, Idomenens. 10th October-dyr. Konigsberg,

Homeward-roth Oct.-Formosa, Wakasa,

Arrivals. SIAM, British steamer, 992, J. F. Messer, 16th Oct., Bangkok 9th Oct., General,-Bradley & Co.

BAYERN, German steamer, 5,034, E. Prehn, 17th Oct.,-Bremen 18th Sept., and Singapore 12th October, Mails and General,-Melchers & Co. HUE, French steamer, 704, P. Merlees, 17th

Oct.,-Haiphong 14th Oct., and Hoihow 16th, General.-A. R. Marty. CHARTERHOUSE, British steamer, -1;278, Madox, 17th Oct.,-Singapore 10th Oct., General .- Joo Tak Sing. VICTORIA, American steamer, 2.112. John

Panton, 17th Oct.,-Manila 14th October, Ballast.—Dodwell & Co. ESMERALDA; British steamer, 966, A. R. W.

Cobban, 17th Oct., Manila 14th Oct., ADOLPH OBRIG, American bark, 1,302, Arms-Oil.—Standard Oil Co,

16th Oct. Panaroekan 5th Oct., Sugar, - Agents for Hongkong and the Empire of China, Butterfield & Swire

ELSE, German steamer, 903, F. Petersen. 17th Oct., Sumarang 5th Oct., Sugar. Siemssen & Co.

Clearences at the Harbour Office. Taksang, British str., for Shanghai, Thales, British str., for Swatow. Savoia, German str., for Singapore. Victoria, American str., for Nagasaki. Loval, German str., for Hongay.

Suikong, British str., for Samsui.

Departures.

Kwai Lum, British steam-launch, for Macao.

Oct. 17, Haitan, British str., for Swatow. Oct. 17, Hoihao, French str., for Pakhoi. Oct. 17, Hailan, French str., for Hoihow. Oct. 17, Phranang, British str., for Holhow. Oct. 17, Propontis, British str., for Amoy. Oct. 17, Wingsang, British str., for Canton. Oct. 17, Kiukiang, British str., for Shanghai. Oct. 17, Pakshan, British str., for Swatow. Oct. 17, Poseidon, Austrian str., for Yokohama. Oct. 17, Challenger, American ship, for New

Passengers-Arrived. Per Ilue, from Hoihow-7 Europeans, and 21 Chinese.

Per Esmeralda, from Manila-Mrs. B. ... Bloom, Messrs, G. Glavers, T. H. Hilbert, L. T. Williamston, Lam Too, and 54 Chinese. Per Bayern, from Bremen, &c .- Mr. and Mrs. Myhre, Mrs. N. A. Siebs, Miss E. Siebs, Messrs. Wegener, D. H. Hadley, Miss H. Maolun, Messrs. Wilh. Stang, W. Goetz, E. Schellenbach, Chang Bing, Li Fook Li, Wong Song, Geo. Moffat, Fr. Roetger, Mar Chung, Chi Tong, Cheong Kin, Lai Fook, Lim Tin,

and 517 Chinese from Singapore. Departed.

Per Rosetta, from Hongkong for Nagasaki-Messrs. A. W. Davis, Ng Pak Cho, J. Anderson, and Mrs. Matsu. For Kobe-Major E. C. Hare, Messrs. H. A. Ritchie and Bazaure. For Yokohama-Mr. C. S. Weir, Inspector Moffatt, Mrs. F. Kingsell and 2 servants, and Mrs. Chusan. From Bombay-Mr. A. G. Hudson. From Aden-Misses M. C. Hare (2). From Colombo-General and Mrs. E. C. Vittie, and Mr. A. Collins.

Per Chusan, from Hongkong for Shanghai-Mrs. Hillman, Lieut. H. E. Hillman, Mrs. Ritchie, 2 children, servant and amab, Mr. and Mrs. C. Jorge, Messrs. K. Savouret, A. Becher, N. Moller, Wheel Wright, F. W. Newson, Miss. Looker, Capt. Wentworth Erek, Messrs, Morris, A. G. Wood, Mrs. P. A. da Roza, Rev.-Frs. J. Lobo, E. Jorde, Messrs. C. Carveth, Care Wirth, Emil Dierks, Miss Wickham, Messrs. Orphanides, Duviensart, Mrs. Guislain, Messrs. Melgaart, Clark and Banme.

STEAMERS EXPECTED.

Names.	From.	Due.
Tamba Maru Pekin Malacca	Port Darwin San Francisco Bombay Portland, Or. Vancouver San Francisco	Oct. 19th Oct. 19th Oct. 21st Oct. 21st Oct. 22nd Oct. 23rd Oct. 23rd Oct. 24th Oct. 26th Oct. 26th Nov. 9th Nov. 11th

style in which "Steamers Expected" and "Projected Sallings" are now published in these columns, and in so doing respectifully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available of ormation every day.

PROJECTED SAILINGS

	MALMIEUD.				
•	Ship,	Destination.	Date.		
	America Maru	Portland, &c. San Francisco, &c San Francisco, &c	Nov. 21st		
ive	Argyli Arratoon Apcar Bamberg	New York, &c Singapore, &c	Nov. 15th Oct. 25th Oct. 19th		
en he	Bengal Breconshire	Shanghai Victoria R.C.	Nov. 8th		
an m.	Cardia Carlisle City	London, &c San Diego, &c San Diego, &c	Oct. 19th Oct. 24th Dec. 15th		
th	China Coptic Sorie	an Francisco, &c.	Oct. 22nd Dec. 16th Nov. 4th		
k.	Emp. China	ancouver, &c	Oct. 20th Oct. 25th		
	Emp. Japan	ladivostock to	Oct 20th		
	Heidelberg Hohenzollern J. Hongkong Maru S.	Iavre, &c.	Nov. 14th Nov. 5th Oct. 18th		
1	Karlsruhe Sasuga Maru Ja Kasuga Maru Ja	traits, &c	Nov. 2nd an. 24th Ct. 21st		
,	König AlbertSt	traits, &c	Oct. 19th Occ. 13th		
,	Nanyang M Nippon Maru S	lanila	Jec. 23rd Oct. 20th		
- [Oanfa	in Francisco, &c. Condon	ot. 25th		
	rinz HeinrichStr Dueen Adelaide Vid	raits, &cD	in. 10th ec. 27th		
Ιŝ	tohilla	Von 300	cc. gui		
T	amba Maru Ma amsui Maru Swa	rseilles, &c Of	desp. 1. 21st		
Y.	hales	Diego, &c Oc	t. 22nd		

THE great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Aust. :- "Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, it affords, the great Hemp and Cigars.—Shewan, Tomes & Co. | pleasure to testify that the above medicine has given me great relief, and cheerfully recommend bury, 17th Oct.,-New York 5th May, Case it to all suffering in a similar way to myself, In adition I would say that it is very pleasant BELLEROPHON; British steamer, 1,288, Lyons, to take." Any Chemist can supply it. Solo-Watkins & Co., Hongkong. Advi.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED. SAILINGS EROM HONGKONG-SUBJECT TO ALTERATION. SAILING DATES.

STEAMERS! *Kinshiu Maru...... W. Brady ?

TAMBA'MARU J. W. Wale KASUGA MARU..... E: W., Haswell

· W. Nishimura YAWATA MARU..... A. E. Moses

HAKUAI MARU

KAWACHI MARU...... J. T. Thompson }

CVICTORIA, B.C. and SEATTLE, THURSDAY, 19th October, U.S.A., VIA KOHE & YOKOHAMA... 1 MARSEILLES, LONDON & ANT-) WERP VIA SINGAPORE, PENANG, Colombo and Porr Sath..... NAGASAKI, KOBE and YOKO SATURDAY, 21st October,

at 4 P.M.

at Noon.

at 4 P.M.

at Noon.

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MIGRAININE

"LION BRAND"

(ANTIPYRINE-CAFFEINE-CITRATE)

(1) Excellent results in the severest cases of

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WEST Use only DR. OVERLACH'S MIGRAININE.

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The best medium dose for adults is 17 grains,

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' MIGRAININE HOECHST."

Manager,

SATURDAY, 21st October,

FRIDAY, 27th October,

VLADIVOSTOCK, VIA SWATOW, THURSDAY, 26th October, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE .. MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE,

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Hongkong, 12th October, 1899.

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FEVER, RHEUMATICAND NEURALGIC neurasthenia, influenza, grippe, etc. AFFECTIONS, NERVOUS AFFECTIONS.

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Used in Gonorrhoea in 1 to 2 per cent. solu- solution, tions possesses similar bactericida action to silver nitrate, but is distinguished by complete absence of irritating properties.

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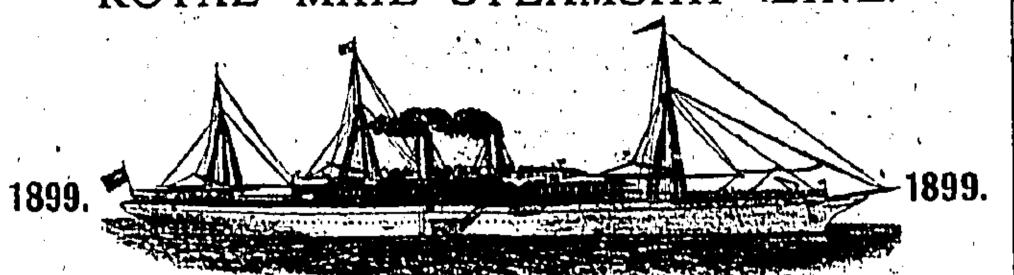
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PUNCTUALITY.

Pedder's Street. [3

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Silk and Valuables, all Cargo for France,

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proceeding direct to Marseilles and London;

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Parcels will be received at this Office until, 4

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PORTS.

TO LAND PASSENGERS AND LUGGAGE.

CIPAL PLACES IN RUSSIA.

Proposed Sailings From Hongkong.

: (Subject to alteration.)

König Albert | Wednesday | 13th Dec.

Princ Heinrich ... | Wednesday | 27th Dec.

Karlsruhe | Wednesday | 24th Jan. .

Oldenburg | Wednesday | 21st Feb.

Weimar | Wednesday | 18th April.

Prins Heinrich ... | Wednesday | 2nd May.

Preussen | Wednesday | 16th Mav.

Hamburg | Wednesday | 30th May.

N. WEDNESDAY, the 8th day of Nov.,

ship "BAYERN," Captain E. Prelin, with

MAILS, PASSENGERS, SPECIE, and

CARGO, will leave this Port as above, calling

Shipping Orders will be granted till NOON on

MONDAY, the 6th November. Cargo and Specie

TUESDAY, the 7th November, and Parcels will

be received at the Agency's Office until NOON

on TUESDAY, the 7th November. Contents of

-Packagos-aro-required--No-Parest-Reseipte-

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The Steamer has splendid Accommodation

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and carries a Doctor and a Stewardess.

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Preussen | Wednesday | 10th Jan.

Hayern..... | Wednesday | 8th Nov.

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For further Particulars apply to

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PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 25th Oct., 1899. EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 22nd Nov., 1899. EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R.....WEDNESDAY, 20th Dec., 1899;

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments. The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent,

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, FIA INLAND SEA "OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. NIPPON MARU (via) Shanghai, Nagasaki, (Thursday, 19th Oct., -Yokohama & Hono-

AMERICA MARU (via: Shanghai, Nagasaki, Kobe, Inland Sca, Yokohama & Hono-

Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Saturday, 9th Deca at Noon.

uesday, 14th Nov.,

at Noon.

THE Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA

SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the vid Bombay. United States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, Denver and Rio Grande, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of SINGAPORE, COLOMBO, ADEN, SUEZ, L4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND ! CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC. UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from GALVESTON, AND SOUTH AMERICAN Chicago to destination the choice of direct

Particulars of the various routes can be high. THE COMPANY'S STEAMERS WILL CALL AT

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil-Services, to European V. L .- CARGO CAN BE TAKEN ON THROUGHofficials in the service of China and Japan, and to Government officials and their families. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports,

of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico; Central and South America, by the Company's and connecting Steamers. Freight will be received on board until P.M. the day previous to sailing. Parcel

to San Francisco, to Atlantic and Inland Cities

Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is Sachsen | Wednerday | 7th Feb. required. Consular Invoices to accompany Cargo des-

Bayern | Wednesday | 7th March. fined to points beyond San Francisco in the Stuttgart - | Wednesday | 21st March. United States should be sent to the Company's Office in Scaled Envelopes, addressed to the König Albert | Wednesday | 4th April. Collector of Customs at San Francisco, For further information as to Passage and

Freight, apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE: W. G. HUMPHREYS & Co.,

Bank Buildings. Hongkong, 9th March, 1897.

NORDDEUTSCHER

HAMBURG-AMERIKA

(Freight Service.) (East Asiatte Service.) .. (Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oporto, London, Liverpoot, Glasgow, Trieste, Genoa, Ports in the Levante; Black SEA AND BATTIC PORTS; NORTH and SOUTH AMERICAN PORTS,

PROJECTED SAILINGS FROM HONGKONG

Mails.

SUBJECT TO ALTERATION: DESTINATIONS. STEAMERS. *HEIDELBERG...? HAVRE and HAMBURG. Schüder (LONDON with transhipment in HAMBURG) (November, HAVRE and HAMBURG. ANDALUSIA Schönseldt 5 (LONDON with transhipment in HAMBURG) (November. HAVRE and HAMBURG. *SIBIRIA Hildebrandt (LONDON with transhipment in HAMBURG) [November. HAVRE and HAMBURG. BAMBERG

SAILING DATES. About 5th. ? Freight and Passage. About 15th About 20th Passage.

* These Steamers have Superior Accommodation for Passengers and carry a . Boctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, . HONOLULU and SAN FRANCISCO, The United States, Mexico, Central and

SOUTH AMERICA, &C.			
Thyra	3,406/	about	Oct. 32
Carmarthenshire.	2,929	about	Nov. 15
Carlisle City	3,002	about	Dec. 15

THE Steamship

"THYRA,"

will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY, the 22nd October.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required. Consular Invoices, to accompany cargo des-

tined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego. For futher information as to Freight or

Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 16th October, 1800

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND . HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

at Noon.

at Noon.

*Onsange (via Naga-) Wednesday, 25th Oct., saki, Kobe & Yoko- } hama)

*Algoa(via Moji, Kobe,) Tuesday, 21st Nov., Yokohama & Honolalu)....., *China* (via Shanghai, `

Nagasaki, Kobe, In- (Saturday, 16th Dec., land Sca, Yokohama and Honolulu) (* Taking Cargo only.)

THE Chartered Steamship

"ONSANG." will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA on WEDNESDAY, the 25th instant, at Noon. Steamers of this line pass through the IN LAND SEA OF JAPAN, and call at Honolula,

journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

and passengers are allowed to break their

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rais Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACI FIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVER- SHANGHAL, NAGASAKI, KOBE, IN LAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PAGIFIC CENTRAL PACIFIC, UNION PACIFIC DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago and passengers are allowed to break their to destination the choice of direct lines. Particulars of the various routes can be had

on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, particulars of the various Routes may be ob-Diplomatic, and Civil-Service, to European Officers in the service of China and Japan, and to Government officials and their families.

ation to Yokohama and other Japan Ports, to Officials in the service of China and Japan and San Franscisco, to Atlantic and Inland Cities to Government officials and their families. of the United States, via Overland Railways, to Passengers who have paid full fare, re-em Havana, Trinidad, and Demerara, and to ports barking at San Francisco for China or Japan in Mexico, Central and South America, by the (or vice wirth) within one year, will be allowed a Company's and connecting Steamers.

will be received at the Office until 5 p. Mr. saute day; all Parcel Packages should be marked to address in full, and same will be received at address in full; value of same is required. Consular Invoices to accompany Cargo des

tined to Points beyond San Francisco, in the United States, should be sent to the Company a fined to Points beyond San Francisco, in the Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Hongkong, 5th October, 1899

VIA SHANGHAI, INLAND SEA, KOBE, ":AND YOKOHAMA.

HONGKONG. FOR VICTORIA, B.C., AND TACOMA,

NORTHERN PACIFIC RAILWAY CO. Breconshire ... | 3,567 | G. E. Elliott | Oct. 28.

Queen Adelaide | 2,832 | F. McNair .. | Nov. 18. Saint Irene | 3,877 | W. Attree ... | Dec. 9. ALSO FOR PORTLAND, OREGON,

OREGON RAILROAD AND NAVIGA-TION COMPANY.

HE attention of Passengers is directed to L the very cheap rates offered by the Line, HONGKONG TO LONDON \$27. Excellent accommodation. First-class Ta-

HONGKONG TO NEW YORK £41.

HONGKONG TO TACOMA £28. Rates or Passage to other Points on application,

Coast Points, and to Canadian and United States Points: Consular Invoices of Goods for United States

Parcels must be sent to our Office (with

previous to sailing. For further information apply to:

OCCIDENTAL AND ORIENTAL

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA

THE OVERLAND RAILWAYS,

VIA INLAND SEA OF JAPAN AND

Doric (via Shanghai,) Nagasaki, Kobe, In- (Saturday, 23rd Dec., at Noon.

COPTIC,"

LAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 4th November, at Noon. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu,

Through Passage Tickets granted to Eng. land, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and

to Missionaries, members of the Naval, Military. Through Bills of Lading issued for transport. Diplomatic and Civil Services, to European a discount of to per cent This allowance does

the Company's Office until Five P.M. the day

Unity States, should be sent to the Company's Offices, addressed to the Collector of Customs For further information as to Freight or Passage apply to the Agency of the Company.

Freight will be received on board until 4 P.N. not apply to through Jares, for China and Japan. the day previous to sailing, Parcel Packages la Europe.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

Through Bills of Lading issued to Pacific

address marked in full) by 5-P.M., on the day

DODWELL & CO., LIMITED. General Agents.

STEAMSHIP COMPANY.

AND EUROPE:

HONOLULU. PROPOSED SAILINGS FROM HONGKONG.

and Honolulu). Gaelie (via Shanghai, Nagasaki, Kobe, In- [Thursday, 30th Nov., land Sea, Yokohama (----at Noon-

land Sea, Yokohama (and Honolulu)

HE Company's Steamship

Special rates (Firet-class only) are granted

nrevious to sailing

CARLOWITZ & Co.,

STEAMSHIP COMPANIES.

PROPOSED SAILINGS FROM

IN CONNECTION WITH

IN CONNECTION WITH

Abergeldis 3,777 J. Murray ... | Nov. 11. Monmouthshire | 2,874 | W.A. Evans | Dec. 23. Abergeldie | 3,777 | J. Murray ... | Jan. 27.

bles. Doctor and Stewardess carried. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route,

Special rates allowed to members of Government Services.

Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Port-land, Or (whichever may be the destination of

Hongkong, 14th October, 1899.

ATLANTIC AND OTHER CONNECTING STEAMERS.

Coptic (via Shanghai, Nagasaki, Kobe, In- (Saturday, 4th Nov., land Sea, Yokohama (at Noon.

and Honolulu).

will be despatched for SAN FRANCISCO, wia

Consular Invoices to accompany Cargo des

J. S. VAN BUREN, Agent

journey at any point en route. tained upon application

THE DARJEELING DISASTER:

TERRIBLE LOSS OF LIFE. GREAT DESTRUCTION OF PROPERTY. CALCUTTA, September 26th.

At Darjeeling, on Sunday, a heavy downpour of rain occurred causing several landslips. On Monday there were slight shocks of earthquake felt. The rainfall for the first thirty hours was fifteen inches, and in all twenty-eight inches of rain fell in thirty-eight hours. Authentic reports show the loss of nine European children and seventy natives. The chil dren were killed at schools at Arcadia, Ida Villa, and four small villas elsewhere. Al adult Europeans seem to have escaped. About a thousand acres of teachave been destroyed. The estates surrounding half the eastern slopes on Darjeeling Spur, from Jalapahar to Birch Hill, have slipped three thousand feet.

The water-supply pipe has been destroyed and the electric light plant damaged. All wires throughout the station have been damaged, and Darjeeling is in complete darkness. Intelligence has been wired from Jalpaiguri that three Europeans and six natives were crossing the Teesta River when the boat was swamped by the high waves and sunk within a quarter of a mile of the ghaut. One bootman was picked up fourteen, miles down the river, and he reported that the Europeans jumped overboad and were not seen again.

CALCUTTA, September 27th. The railway line between Darjeeling and Sonada will probably be

BLOCKED FOR TWO MONTHS. The damage to Darjeeling has been exceptionally heavy. The lower sections of the telegraph "and lower Puglajhoras have been carried away. The upper road from Kurscong to Darjeeling is impassable; and passengers can only be booked to Siliguri.

The Lieut.-Governor intends trying to reach Darjecling, probably on Friday,

A telegram to Sir James Woodburn states that fifty per cent, of the eastern slope of Darjeeling and the lower part of Rangeroon has gone. Extreme damage has occurred below the Eastern Mall; and three thousand feet of water pipes have gone. Several roads are blocked and lengths carried away. Great damage has been sustained by the railroad. The electric light plant has been damaged, and the wire smashed throughout the station. The police, the military, and the public are working to remedy, matters.

The latest news states that Phool Bazuar was completely inundated and ruined; and that nearly two hundred of the inhabitants have been killed.

At Tamsong Bustee twenty-one bodies have been found, but it is believed that twenty additional have been killed there. Landslips have also taken place at Murmeh. The public funeral of five European children, the hodies of whom have been found, took place yesterday, the band of the Royal Munsters leading. The five coffins, carried by soldiers, came next, followed by school children, and the public of all clases and religions. The Archdencon of Calcutta read the service at the grave.

The Lieut-Governor and other leading officials and dignitaries were all represented. CALCUTTA, September 27th.—(Later). The electric light plant is buried beneath the

ruined turbine shed News from Rungli shows that great damage has happened to the gardens there, A Poomong, through the turbine being broken, 12 coolies were killed, and a numebr of dead bodies have been excavated from the ruins , of the Happy Valley estate.

Lady Woodburn is housing sixty children in the Durbar Hall. The bodies of the remaining four children are still undiscovered. The Royal Munsters are working splendidly, searching for the dead and clearing the roads. In the boating accident at Testa the Europeans, who were missed are reported to

have been drowned. CALCUTTA, September 28th.

H.E. the Lieut.-Governor stated in Council to-day that the number of lives lost in the Darjeeling disaster cannot be less than four | Government, it was Mr. Krüger's duty to forhundred.

booking for Siliguri, the mail train yesterday | to London. As he adopted the other course, was crowded, parents being anxious to reach he practically claims an independent position Darjeeling somehow and to see if their children | for the Republic in foreign affairs as well as in were safe. A storm of rain has been greatly domestic, thus violating the very treaty by felt at Siliguri. Wood-built huts have been torn | which the Boers are entitled to Home Rule. It down and the plague camp has been destroyed. I is now abundantly clear that Mr. Krüger, while The Teesta passes are closed by the swollen | pretending to consider the proposal, really and terrific condition of the river. The passes | sought to gain time for the arrival of the two

boating disaster occurred.

and a gang of men is now engaged in clearing away the debris. There is a great slip at Paglajhora, part of which is cleared. Margaret's Hope Estate has lost one hundred

acres of tea land and the factory is entirely destroyed. The cooly lines are buried. The disaster occurred in the middle of the night and it is believed that two hundred coolies, men and women, were killed.

manager's house has been half destroyed. Avon Grove estate lost thirty acres, and four thousand bushels: the coolie lines were swept away and many coolies were killed.

The factory was destroyed, A huge slip took place below Saint Mary's Seminary and carried away the railway bridge. It blocked the cart road. There was a breach of thirty yards wide, the rails hanging in the

For quite thirty days it is clear that there will, be in no railway communication with

Beyond Kurseong the roads are impassable for horses : and the journeys can only be done with the greatest difficulty by walking, the roads

being extremely dangerous. . It is stated that the news regarding Margaret Hope is exaggerated, only three deaths being reported, though numbers of coolies are miss-

Kurseong is crowded with anxious parents, and good accommodation is unobtainable at any price. A lady paid a dandy eighty rupee to take ther to Danjecting, and lafter going five miles, the dandy returned, finding the roads

to carry luggage to Darjeeling. Boscolo's Hotel is threatend us the hillsides also continue to have a slight subsidence. In the bazaar underneath great unessiness is felt. Strenuos offorts are being made to clear the roads by parties of soldiers from the Munster and Jallapahar dopôt. They are working

splendidly. Further bad slips are reported on the Jallahar road.

"WEDNESDAY EVENING -- (LATER) are moving from dangerous houses in all directions expecting danger, which is menacing and of piracy in all its seas. The occasion the Grand Hotel. The bazaar appears save. Emergency pickets of the Muneter Regiment are on duty every night. A great rock, over either, probably, if they had chosen, have em-Hewstead House, and Rutland House, has been observed to be moving, and much anxiety | throw the dynasty in turn. Tseng Kwo-fan and is felt, lest it should give away.

called and is being held at the Battery. The mon have ceased to search for lost was peace, and as near an approach to order

The Munsters are searching for lost children | hope to attain. The Japanese war upset the

will desist to-morrow. The loss of life at Phool-bazaar appears to be about one hundred now.

A SEARCH PARTY ENGULFED. Twelve men, who were digging at Toongsoog, searching for bodies and clearing awa the debris, were submerged by another land slip. The hodies have been recovered.

THE BOATING DISASTER. With regard to the boating disaster, a trollman and two more boatmen returned to-day, making five natives saved.

THE ADA VILLA ACCIDENT. The following is an extract from a lady's letter, regarding the Ada villa catastrophe :-On Monday at 1.30 a.m. Mrs. Powell heard knocking and calling outside, she found Mrs. Warne, and her daughter Edith, and two lady teachers, who said they needed help for several children buried at Ada Villa.

The Rev. Mr. Mackay and the Rev. Mr. Fleming at once sent a servant for the police, while they themselves went to Mr. Earle, to their guests, who were wringing wet with out hats, cloaks or umbrellas, and covered with They explained that early in the night fearing the whole building would fall they at still, no doubt, more than enough; but piratical in the drawing room, lying on the floor, of such cases—as well as of the old-fashioned the little ones praying, while, happily the practice of pirates disguised as passengers others fell asleep; when all at once the bank rifling the real passengers and escaping with behind gave away. That one room was buried, their haul. Remonstrances addressed to the wires have been broken, and both the upper and after saving as many as possible Mrs. Canton Government have evoked no genuine Warne and her daughter hurried through the

window, and, with help, two others followed. The road was impassable so they climbed, up the khud, clinging to shrubs and anything they could lay hands upon. Their skirts were so heavy with water that they had to stop at each step to fold their clothes around them. They could get no help until they arrived at Mrs.

THE BIGGEST FLOOD FOR YEARS. The Testa Valley flood is the biggest known for years. 'Hundreds of acres of rice land have been swept away, as well as the whole of the buildings, and large numbers of cattle have also been lost.

BOMBAY, September 29th: Upon hearing of the disaster at Darjeeding the Oueen sent a telegram to the Viceroy, expressive of her profound sympathy with the bereaved European and native families, and asking for further details.

THE PRETENCE OF KRUGER

The successful efforts of the Transvaal Government to obtain ammunition caused the

Globe to write in the following strain:-From one illegal step the Transvaal Government proceeds to another, and a worse, Although its continuous importations of arms and ammunition through Portuguese territory may possibly be in accordance with treaty rights with that Power, there can be no question about the proceeding being a direct violation of the spirit of the 1884 Convention. Nor is Mr. Krüger blind to that fact; it is stated that, as a method of persuading the Portuguese authorities at Lorenzo Marques to pass the contraband cargoes of two newly-arrived ships, he telegraphed to them that, as a modus vivendi with Great Britain is assured, the suzerain of the Transvaal would not raise any objection. As, however, this bold mendacity did not produce the intended effect, the President forthwith commissioned Dr. Leyds to proceed to Lisbon and remonstrate with the Portuguese Government for its alleged breach of treaty obligations. Here, then, we have direct appeal made by the Pretoria Government to a European Power, in a matter not connected with the internal administration of the Republic, but obviously belonging to that sphere of external control which the Convention assigns to England exclusively. Instead of instructing Dr. Leyds to bully the Lisbon ward his remonstrance through Mr. Conyngham Although the railway authorities were only Greene to the High Commissioner, for dispatch are not quite so high now as when the recent | shiploads of Mauser ammunition which had reached Lorenzo Marques. Without this From Kurseong it is cabled that there are supply, the Mauser rifles just issued to the numerous slips along the line. The first of | burghers might almost as well have been kept importance is at Rungtong. The line there is | in store; it is believed that very little of the blocked for a distance of two hundred yards, ammunition they require is on hand at Pretoria.

PIRACY IN CHINA.

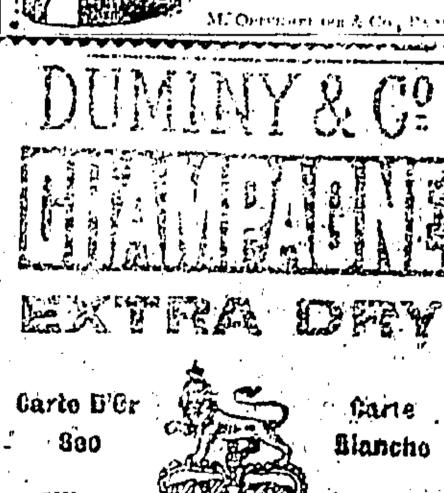
Excluding Clericalism, which is, happily, not racy of the soil, there is a good deal of resemblance between the state of the body politic in France and China. There is the same callousness on the part of the masses, and moral cowardice on the part of the middle classes which leaves a dominant clique to tyrannise at will. The Central Government has power over individual subordinates. A Marquis de Gallifet can dismiss a General Negrier, and the Emperor could dismiss a Governor of Kweichow f he were required; but there is, in each country, a lack of something which we may designate as grip. A murder such as that of Mr. Fleming, or a resistance to arrest such as that offered by M. Guérin, would be impossible in England; and in no other country pretending to a measure of civilisation could there conceivably occur such a miscarriage of justice as we have witnessed at Rennes, any more than one can conceive an English prince of the blood embracing a scoundrel whom the War Office had found it convenient to acquit. The single policeman maintains order in the streets of London because he represents the law which those around him desire to have upheld, and which they would help him in emergencies, to uphold. The sentiment in China is exactly the reverse; the Yamen runners are strong to oppress the individual, because they encounter no such resistance as would be opposed in England by the comimpassible, the coolies asking fabulous amounts munity. Huc's interlocutor advises him to leave questions of policy to the mandarins, and the average French bourgeois is content to accept the chose jugge in the same spirit. So long as he and his property are protected, a

Dreyfus may go hang. It is due to this want of grit on the part of the Administration, and to this absence of grit on the part of the community, that every shock to the prestige of the Central Power is followed by outbreaks of brigandage in China. The The weather is still threatening. People | campaigns of 1842 and 1856-8 were followed by outbreaks of rebellion over half the Empire, brought but two men who proved capable of delling with the emergenery and who could ployed the forces under their command to over-Li Hung-chang put down insurrection inland; A meeting of Engineering experis has been and British gunboats were mainly instrumental in at No. 50, QUEEN'S ROAD CENTRAL, where could and is being held at the Battery, restoring order on the coasts. For awhile there PHOTOGRAPHS and PORTRAITS on bodies, and are working at the Kultpabar slips, at a Government of the Chinese standard can

apple-cart again; and a general scramble for If they are unsuccessful it is understood they | the fruit, on the part of bystanders, has lessened, this time, what chance the Government might have had of restoring the pile. It is characteristic that the Two Kwang should set an example of turbulence, and that the thousands who live there, habitually, on the margin between order and disorder should throw off restraint. It is never easy to define, in China, precisely where brigandage ends or rebellion begins. All that can be said is that the Provincial Authorities have been able, so far, to prevent the line being overpassed by the unruly bands whom they can still not repress in Kwangse. Brigandage ashore is matched by piracy affoat, and we seem, here to experience an indifference, if not complicity, on the part of those in authority which gives occasion for grave anxiety to residents and others interested in the trade of Hongkong. Piracy is rarely absent from Canton waters. A province full of inlets and waterways, inhabited by a population naturally turbulent and enjoying the immunities of life affoat, can never be easy to control. It used to be proverbial that Canton junks were fishermen or pirates, Deputy Commissioner. The Powells, attended as occasion served; and if there was a period when the forces of order as represented by steam got the upper hand, the pirates seem to be availing themselves of steam, now, to redress the godowns at Arcadia were swept away, and | the balance. Of piracies by junks there are once, with the children, dressed and went attacks by armed launches on other launches away, to take refuge at Ida Villa: where attract more notice and cause more alarm. they tried to make themselves comfortable There have been reports after reports, lately, efforts at repression, and there is every indication that the British gunboat will again be required to intervene. The case which seems to have brought irritation in Hongkong to a climax occurred, incongruously enough, to a steamer under the Portuguese flag, sailing from Macao: The Taiping was nearing Kongmoon, on her way to Samshui, when she was attacked by pirates who ranged up alongside in a steam launch, firing not only rifles but cannon and, having established the necessary funk, hooked on alongside, hoarded, drove the crew below, shot the single (Portuguese) officer who seems to have offered any resistance, robbed the unresisting passengers, and carried off a passenger and member of the compradore's staff for some purpose as yet undisclosed. The significance of the outrage will be appreciated when we add that the launch itself had been previously pirated; the fact that it was well known as engaged constantly in towing seems, indeed, to have facilitated the piracy, as those on board the Taiping were unprepared for the travesty, and taken by surprise. It would be easy, of course, if this were an isolated case, to say the task of punishment devolved on the outraged flag. What we have to recognise is that it is only a flagrant instance of a prevalent pest; and that the preponderant interest represented in Hongkong will surely oblige the British Government to intervene. Theredo not exist, evidently, at Canton, either the vigour or singleness of purpose necessary to restore order. Whether or not the tale be true that three torpedo boats delegated by the Viceroy for police purposes pass their time, instead in towing junks and revelling on the proceeds; whether or not it be true that the pirates themselves have relations with the officials ashore—experience teaches us that the restoration of order by unaided Chinese authority would be the work of a generation, or two, or three, if it happened at all. If the waterway's around Canton and the West River are to be policed, it must be done by British energy, if not under the British flag. The question may arise whether the work shall be done by Sandpipers, or whether the Viceroy shall be required to entrust to British officers the equipment, organisation, and employment of a Chinese force; but it is clear that necessity has arisen for a display, in Kwangtung as well as in Kweichow, of a purpose and determination which have been conspicuously absent from our policy ever since Sir Michael Hicks-Beach shricked war and ran away. The occasion may serve, in either case, to demonstrate the ascendancy of British interests in Kwangtung. -London and China Express.

Antimations.





Charmleres

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a speciality.

Hongkong, 22nd September 1808. LET 'EM ALL COME'

IVORY are executed at Moderate Prices.

Hongkong, and May, 1899.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship

Captain Hall, will be despatched for the above Ports, TO-MORROW, the 18th instant,

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 17th October, 1899. [13033

FOR SINGAPORE, PENANG AND CALCUTTA. THE Steamship

"ARRATOON APCAR," Captain E. Fey, will be despatched for the above Ports, on THURSDAY, the 19th instant,

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Hongkong, 16th October, 1899. CHINA NAVIGATION COMPANY,

LIMITED.

FOR YOKOHAMA AND KOBE. PHE Company's Steamship r

"CHANGSHA," Captain Moore, will be despatched as above FOR PHILADELPHIA AND NEW YORK. on SUNDAY, the 22nd instant. The attention of Passengers is directed to the Superior Accommodation offered by this

Steamer. The First-class Saloon is situated forward of the Engines. . A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th October, 1899.

WEST RIVER SERVICE,

THE New River Steamers

"SAMSHUL" & "WUCHOW."

will be despatched alternately from Messra. DOUGLAS LAPRAIK & CO.'S WHARF, at 5 P.M., MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at Kong-Moon, Kanchuck, Samshul, Shlutting and

Both Vessels have Superior Accommodation for Saloon Passengers. Fares, including Sleeping Berth and Meals. HONGKONG to SAMSHUL

Single Fare.....\$10.00 Return Fare 17.50 HONGKONG to WUCHOW.

Single Fare..................\$20,00 Return Fare 35.00

The Attention of Passengers is drawn to the Magnificient Scenery on the West River. Arrangements can be made for the Steamers to stop at SHU1 HING to enable Passengers to visit the celebrated "MARBLE ROCKS" at

For further Information, apply to BUTTERFIED & SWIRE,

Hongkong, 16th October, 1899. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENS-LAND PORTS, and taking through Cargo to Adelaide, New Zealand, TASMANIA, &C.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on FRIDAY, the 20th instant, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating/Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light. A Stewardess and a duly-qualified Surgeon

are carried. N.B.—Return Tickets issued by this Com-

pany to and from Australia, are available for return by the Steamers of the CHINA NAVIGA-TION COMPANY and vice versa. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Hongkong, 4th October, 1899.

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED. FOR MANILA.

THE Steamship

"EASTERN." Captain Ellis, will be despatched as above. on SATURDAY, the 21st instant, at 4 P.M. This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light. A Stewardess and a duly qualified Surgeon are carried. For Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 11th October, 1899. THE OSAKA SHOSEN KAISHA,

LIMITED. FOR SWATOW, AMOY AND TAMSUL THE Company's Steamship

"TAMSUI MARU," Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 22nd instant, at Daylight,

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents. Hongkong, 16th October, 1899. OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "ORESTES,"

Captain Pulford, will be despatched on TUESDAY, the 31st October. For Freight, apply to BUTTERFIELD & SWIRE,

Hongkong, 25th September, 1899. TOCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship HECTOR," WAS ASSESSED. Captain Barr, will be despatched as above on TUESDAY, the 14th November,

For Freight, apply to
BUTTERFIELD & SWIRE, Hongkong, 9th October, 1899.

Shipping.

STEAMERS.

FOR NEW YORK VIA SUEZ GANAL. THE Steamship

"ARGYLL,"

will be despatched for the above port on or about the 25th instant, and will be followed by S.S. "JOHN SANDERSON" to sail about 31st October.

S.S. ST. JEROME" to sail about 15th Nov. For Freight, apply to DODWELL & CO., LIMITED, Hongkong, 13th October, 1899

THE CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS. (Taking Cargo at through Rates for LIVERPOOL GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.) THE Company's Steamship

"OANFA, J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant. For Freight, &c., apply to HOLLIDAY, WISE & CO.,

Hongkong, 11th October, 1899.

SAILING VESSEL.

THE 3/3 A.I.I. American Ship

"ST. MARK," Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

. For Freight, apply to ARNHOLD, KARBERG & CO. Hongkong, 20th September, 1899.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines more than average length.

ELECTRIC SUPPLIES OF EVERY DES-CRIPTION IN STOCK.

BATTERIES,

CHEMICALS,

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For full particulars &c., &c.,

Apply, to W. STUART HARRISON, Manager,

Hongkong, 18th January, 1898. F. BLACKHEAD & CO. SHIP CHANDLERS, SAILMAKERS · COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTOR. AND GENERAL COMMISSION

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS. SOLE AGENTS FOR

AGENTS,

HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND," HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c.,

A Sola Agents for FERGUSON'S SPECIAL CREAM P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK REASONABLE PRICES. Hongkong, 14th May, 1806.

Constances

TOYO KISEN KAISHA

NOTICE.

CONSIGNEES of CARGO per Steamship. "NIPPON MARUP

are hereby notified that their Goods are attheir risk being discharged into Lighters and or landed into our Godowns, at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading. Goods remaining unclaimed after the 18th

instant will be subject to rent, No Fire Insumince has been offected. J. S. VAN BUREN.

Hongkong, 11th October, 1899." AUSTRIAN LLOYD'S STEAM NAVIGA-

TION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

" MA'RIA VALERIE," having arrived Consignues of Cargo are hereby informed that their Goods are being tanded at their risk into the Godowns of the Hongkong and Kowhon : Whirf and Godown Company,

Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 17th instant, or they will mot be recognised. · No Fire Insurance has been effected, and

any Goods remaining in the Goddwas after the 17th instant, will be subject to rent. Bills of Lading will be countersigned by SÄNDER, WIELER & Co., Agents.

Hongkong, 11th October, 1899.

NOTICE TO CONSIGNEES.

THE P. & O. S. N., Co.'s Stemnship. "CHUSAN,"

FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., ex S.S. Oceana and Himalaya. From Italy, ex S.S. Thames and Coylon. From Australia, ex S.S. Australia, From Persian Gulf, ox B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M., TO-DAY. Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,

M Superintendent Hongkong, 14th October, 1899, AUSTRIAN LLOYD'S STEAM NAVIGA. TION COMPANY,

NOTICE TO CONSIGNEES. FROM TRIESTE, FILIME, PORT SAID

ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship "POSEIDON!

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company. Limited, whence delivery may be obtained.

This vessel brings Cargo:-From Trieste, ex S.S. Ers. Fr. Ferdinand transhipped at Bombay, From Venice, ex S.S. Massimiliano trans shipped at Trieste.

Optional Cargo will be discharged here. No Claims will be admitted after the Goods have left the Godowns, and all claims mustibe sent in to the Office of the Undersigned before Noon on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent. Bills of Lading will be countersigned by

SÄNDER, WIELER & Co., Hongkong, 14th October, 1899.

THE NEW PRENCH REMEDY. HERAPION.

medicine of the kind, and surpasses everything hitherto employed THERAPION No. 1, in a few days only, removes all discharges from the urinary organs. effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious?dis-

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, this case of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and rula

THERAPION No. 3, for nervous exhaustion. waste of vitality, and all the distressing consequences arising from early errors excess. residence in hot, unhealthy climates, &cia. It possesses surprising power in restoring strength

4/o per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word, "THERAPION" appears on the Government, Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and with

out which it is a forgery.
Sold by A. S. WATSON & Co., Limited. [39 | Hongkong, China and Manile,

This successful and highly popular remedy, as employed in the Continental Hospitalk by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a

eases; In dysentery, piles, irritation of the dower bowel, cough, bronchitis, asthma; and some of the more trying complaints of chis kind, it will be found astonishingly efficacions, affording prompt relief where other well-tried remedies have been powerless.

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and vigour to the debilitated. THERAPION may be procured at 2/9 and

of the nervous system. For breinworkers, professiomal men, tenchere, etudente, to, and in debility, seminal losses, dyspepsia of nervous It is readily maximilated and promotes digestion.

PHOSPHOBLYCERATE SYRUP (OHAPOTEAUT) PHOSPHOSLYCERATE WINE (OHAPOTEAUT) PHOSPHOSLYCERATE CAPSULES (OHAPOTEAUT) 6, rue Vivienne, PARIS-FRANCE

NOTICE

TOT: RESPONSIBLE FOR DEBTS

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:-

CHALLENGER, Amer. ship, Gould-Arnhold, Karberg & Co. REUCE, American ship, D. Whitmore-Stan-

dard Oil Co.

The Share Market.

LATEST QUOTATIONS. (October 17th.)

Hongkong and Shanghai Banking Corporation -335 per cent. prem. The Bank of China & Japan, Ld.—(Preference

The Bank of China & Japan, Ld.—(Ordinary £1 buyers. The Bank of China & Japan, Ld.—(Deferred)—

£3.5 buyers. National Bank of China, Ld.-\$27 buyers. —\$27 buyers.

Marine Insurances. Union Insurance Society of Canton, Ld. -\$242

China Traders' Insurance Co., Limited - \$603 North China Insurance Co., Ld.—Tls. 200. Yangtsze Insurance Assoc. Ld. -\$124.

Canton Insurance Office, Ld.-\$145} ex div. Straits Insurance Co., Ld.-\$5. Fire Insurances. Hongkong Fire Ins. Co., Ld.—\$330. China Fire Ins. Co., Ld.-\$88.

Hongkong, Canton, & Macao Steamboat Co., Limited-\$30. Indo-China Steam Navigation Company, Ld.

China and Manila S.S. Co., Ld.-\$90. Douglas Steamship Co., Ld.—\$47\. China Mutual S. N. Co., Ld.—(Preference-£9.10 buyers.

China Mutual S. N. Co., Ld.—(Ordinary)— £5.10 buyers. China Mutual S. N. Co., Ld.—(Ordinary)—£3

Star Ferry Co., Ld.-\$19}. Robneries.

China Sugar Refining Co., Ld.—\$138. Luzon Sugar Refining Co., Ld.-\$54. Mining.

Punjom Mining Co., Ld.-\$10. Do. Preference Shares-\$2. Société Française des Charbonnages du Tonkin-\$245.

Queen Mines, Limited-\$0.45. Jeichu Mining and Trading Co., Ld.—5141. Raub A'lian Gold Mining Co., Ld.-\$65. Olivers Freehold Mines, Ld.—(A) \$11.50. Olivers Freehold Mines, Ld.—(B) \$6.50. Great Eastern and Caledonian Gold Mining Co., Ld.—\$2.

Docks, Wharves and Godowns. Hongkon, & Whampon Dock Co., Ld.—515. Hongkong and Kowloon Wharf and Godown Company, Limited-\$92. Wanchai Warehouse and Storage Co., Ld. -\$45

New Amoy Dock Co., Ld.-\$181. Lands, Hotels and Buildings. China Provident Loan and Mortgage Co., Ld. -\$9.50 buyers.

Ld.-51071. Kowloon Land and Building Co., Ld.—\$28. West Point Building Co., Ld. -\$30. Hongkong Hotel Co., Ld.-\$125. Humphrey's Estate and Finance Co., Ld.-

Hongkong Land Investment and Agency Co.,

Miscellaneous. Green Island Cement Co., Ld.—\$29. Ching-Borneo Co., Limited-10 buyers. A. S. Watson & Co., Limited-\$16.75. Hongkong Electric Co., Limited-\$13. Hongkong and China Gas Co., Ld.-\$130. Hongkong Rope Manufacturing Co., Ld. -\$189. Geo. Fenwick & Co., Ld.-5424. Hongkong Ice Co., Ld.-\$127.

Hongkong High-Level Tramways Co., Ld .--Dalry Farm Co., Limited-\$6. Hongkong & China Bakery Co., Ld.-\$25. Campbell, Moore & Co., Ld.—\$15 buyers. Bell's Asbestos Eastern Agency, Limited-L1

Bells Asbestos Eastern Agency, Ld.-\$5. Carmichael & Co., Limited.-\$8. Hongkong Cotton Spinning, Weaving and

Dyeing Co., Ld.-\$60. Ewo Cotton Spinning & W. Co., Ld.-Tis. 68. International Cotton M'fg. Co., Ld.-Tls. 75.

Laou-kung-mow, Cotton Spinning & Weaving Co., Ld.—Tis. 771. Soy Chec Cotton Spinning Co., Ld.—Tla 350. Yahloong Cotton Spinning Co., Ld.—Tls. 55. Tebran Planting Co., Ld. \$4 per share.

Tebrau Planting Co., Ld. \$5. BENJAMIN, KELLY & POTTS (Share Brokers.) Telegraph Address-"Rialto."

OPIUM QUOTATIONS.

Hongkong, 17th October.

EXCHANGE.

... Hongkong, 17th October. ON LONDON, Tolegraphic Transfer 1/10] Bank Bills, on demand 1/10 15/16 D'ments, 4 months' sight1/11 ON PARIS, Bank Bills, on demand2.414

Credits, 4 months' sight......2.47 ON NEW YORK, Bank Bills, on demand ...46 Credits, 30 days' sight47 UN BOMBAY, Telegraphic Transfer 141: On demand147 ON SHANGHAI, Telegraphic Transfer71 Private, 30 days' sight73 ON YOKOHAMA, T.T.6} per cent. prem.

Sovereigns, Bank's Buying Rate\$10.47 Gold Leaf 100 touch, per tael54.25

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Turner Consul Volpicelli

Mr. Hugo Silvestri Madame Völpicelli

VESSELS IN PORT.

ARRATOON APCAR, British steamer, 2,879, E. Fey, 12th Oct.,-Calcutta 26th Sept., and Singapore 7th October, General.-David, Sassoon Sons & Co.

Steamers.

THENIAN, British steamer, 2,440, H. Mowatt, 12th Oct.,-Manila 9th Oct., Ballast.-U. S. Trooper. BRECONSHIRE, British steamer, 2,323, Elliott, 8th Oct.,-Colombo 20th Sept., Ballast.-

Dodwell & Co. CHUNSANG, British steamer, 1,474, E. J. Buller, 16th Oct.,-Java 7th Oct., Sugar.-Jardine, Matheson & Co.

CITY OF DUBLIN, British steamer, 2,155, Rae, 14th Oct.,-Halphong 11th Oct., Ballast. -Dodwell & Co. CONCH, British steamer, 2,205, Stock, 13th Oct.,

-Singapore 6th Oct., Kerosine. - Arnhold, Karberg & Co. DAPHNE, German steamer, 1,292, Th. Nisson, 13th Oct.,—Moji 8th Oct., Coal.—Siemssen

DEUTEROS, German steamer, 1,001, E. Petersen, 15th Oct.,-Saigon 11th Oct., Rice.-

Siemssen & Co. DR. HANS JURG KIER, Norwegian steamer, 691, H. Lersbryggen, 13th Oct.,-Yokohama 6th Oct., Ballast.—Harling, Buschmann & Menzell.

EMPRESS OF CHINA, British steamer, 3,003, R. Esk, coast desence gunboat, 363 tons, 3 guns, Archibald, R.N.R., 4th Oct., -Vancouver,

B.C. 12th Sept., and Shanghai 1st Oct., Mails and General.—C. P. R. Co. HEIDELBERG, German steamer, 2,145, R. Schleder 13th Oct., - Singapore 2nd Oct., General.—Siemesen & Co.

HINBANG, British steamer, 1,536, Crockett, 13th Oct.,-Java Ports, (Cheviton) 4th Oct., Sugar.-Jardine, Matheson & Co. Homenzollern, German steamer, 2,039, H. Kirchner, 9th Oct.,-Yokohama 29th Sept.,

Kobe 3rd Oct., and Nagasaki 5th, General. -Melchers & Co. HONGKONG, French steamer, 847, Bastian, 15th Oct.,—Haiphong and Holhow 14th Oct., General.—A. R. Marty.

JASON, British steamer, 1,416, W. Lycett, 16th General.—Butterfield & Swire: Kaciiidate Marij Japanese eteamer, 1,143,

S. Fujuki, 16th. Oct.,-Moli 11th Oct., Linnel, gun-vessel, 756 tons, 2 heavy guns, 4 Coals.—Mitsui Bussen Kaisha. KINSHIU MARU, Japanese steamer 2,459. W. Brady, 6th Oct., Shimonoseki and Oct., General.-Nippon Yusen Kaisha. KONG BENG, British Meamer, 862, F. W. Peacock, 1st class gunboat, 755 tons, 6 guns, Joslin, 14th Oct., Salgon oth Oct., Rico and General, Butterfield & Swire.

LOOSOK, British steamer, 1,020, J. B. Jackson, Pigbry, 1st class gunboat, 755 tons, 6 guns, 12th Oct.,-Bangkok 3rd Oct., and Kohsi-chang 4th, Rice and Timber. Butter

field & Swire. MACHAON, British steamer, 4,276, W. T. Hannah, 16th Oct.,—Liverpool oth Sept., and Singapore 11th Oct., General.—Butterfield & Swire.

Mongkur, British steamer, 859, N. G. Majer, 14th Oct., -Koh-si-chang and Oct., Rice.-Yuen Fat Hong. NANSHAN, American steamer, 1,344, Stoveil,

26th Sept.,-Manila 22nd Sept. Nippon Maru, Japanese steamer, 3,302, J. F. Allen, 10th Oct., San Francisco 12th Sept., and Shanghai 8th Oct., General. P. & O. S. N. Co.

On Sano, British steamer, 1,787, J. Young, 7th Oct.,-Saigon 1st Oct., Rice and Rice-Flour.--Jardine, Matheson & Co. PETRARCH, German steamer, 1,252, Necker,

8th Oct.,-Samarang 22nd Sept., and Labuan 30th, General.-Lauts, Wegener PHRA CHULA CHOM KLAO, British steamer,

1,012, E. E. McLellan, 14th Oct.,-Koh-sichang 7th Oct., Rice and Timber.-Yuen PROGRESS, German steamer, 687, P. Brandt, 16th Oct.,-Touron 13th Oct., Coals and

General.—Chinese. SANDAKAN, German steamer, 1,374, E. Muhle, 12th Oct.,-Sandakan 5th Oct., Timber.-Melchers & Co. SAVOIA, German steamer, 1,622, F. Fäger, 15th

Oct.,-Foochow 12th Oct., General.-Carlowitz: & Co. Sibiria, German steamer, 3,347, F. Brann, 15th Oct.,—Singapore 9th Oct., General.—

Siemssen & Co. Sydney, French steamer, 4,232, Aubert, 1301 Oct.-Marseilles 3rd Sept., and Saigon 5th Oct., Mails and General, -Messageries

TAICHIOW, British steamer, 862, P. Primrose 13th Oct.,—Bangkok 2nd Oct., Rice and General.—Butterfield & Swire. TERRIER, Norwegian steamer, 1,008, G. Kampford, 14th Oct.,—Singapore 5th October,

Timber.—Order. TETARTOS, German steamer, 1,574, T. Desler, 14th Oct.,-Saigon 9th October, Rice.-Siemssen & Co.

THALES, British steamer, 820, Crowe, 15th Oct., -Taiwanfoo 12th Oct., Amoy 13th, and Swatow 14th, General.—Douglas, Lapraik

THYRA, Norwegian steamer, 2,150, Edwardsen, 12th Oct., -Moji 6th Oct., Coal. --Butterfield & Swire. VENUS, American steamer, 612, D. Imas, 12th Oct.,—Manila 9th Oct., General.—Brandao

WONGKOI, British steamer, 1,115, B. Brooke Bigot, 15th Oct.,—Bangkok 1st October, Teak and Rice, &c.-Chinese.

Sailing Vessels.

ETHA RICKMERS, German ship, 1,754, Joh. Beneke, 22nd Sept.,--Cardiff 13th May, Coal.—Arnhold, Karberg & Co. GILO, German bark, 1,324, Hemmer, 8th Oct., -New York 26th May, Kerosine Oil.-Standard Oil Co.

JOSEPHUS, American ship, 1,547, P. Gilkey, 30th Aug., -- New York 25th April, Case Oil.-Standard Oil Co. LOTHAIR, Italian bark, 759, C. Lewanger, 1st Oct.,-Callao Peru 21st July, Iron.-

MANUEL LLAGUNO, American ship, 1,649, C. V. Small, 7th Oct.,-Shanghai 3rd October, Ballast.—Siemssen & Co. MARY L. CUSHING, American bark, Rossia, Russian armourd cruiser, 12,200 tons, 1st Oct.,-New York 16th May, Case Oil

MAY FLINT, American ship, 3,576, R. Banfield, 20th Sept.,-New York 24th April, Case Oll.—Standard Oil Co. RETRIEVER, British schooner, 96, Parker, 8th

Sept.,-Honolulu 16th July, Ballast.-REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.,-New York 30th May, Case Oil. -Standard Oil Co.

-Simla, British 4; masted-bark, 2,087, Huestis, 25th Aug., → Cebu and Phillipine Islands 22nd Aug., Ballast.-Order. St. James, American bark, 1,453, R. M. Tapley, 29th Sept.,-Manila 13th Sept., Ballast.-

Reuter, Bröckelmann & Co. STANFIELD, British bark, 560, Wilson, 8th Oct.,-Rajang 17th Sept., Timber.-Order. STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.,-New York 20th May,

Kerosine Oil.—Standard Oil Co. WARATAH, British schooner, 25, Haynes, 23rd Sept., -Takow 15th Sept., Ballast. -Mr. F.

WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.,-New York 7th May, and Rio Janeiro 11th July, Kerosine.-Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, October 17th, 1899. Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H.

Smith-Dorrien, cruising. Algerins, sloop, 1,050 toxs, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Foochow. Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. Colville, C.B., cruising. Bonaventure, 2nd class cruiser, 4,360 tons, 18

guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Hongkong. Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wrey, cruising.

Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe,

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, cruising. Endymion, British cruiser, 7,350 tons,-Capt. G. A. Callaghan, Hongkong.

200 i.h.p., Lieut-Comdr. C. Chadwick, Shanghal.

Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut.-Com. R. Keyes. cruising. Firebrand, 3rd class gunboat, 455 tons, 4 guns,

360 i.h.p., Hongkong. Handy, twin screw, torpedo-boat destroyer, zoo tons, 6 guns, 4,000 i.h.p., Hongkong. Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong. Hermione, 2nd class cruiser, 4,360 tons, 9,000

Ling., 18 guns, Capt. R. S. D. Cumming, Hongkong. Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong. Oct.,—Penang and Oct., and Holhow 15th, Iphigenia, and class cruiser, 3,600 tons, 8 Descartes, French protected cruiser, 3,985 tons, guns, 7,000 i.h.p., Capt. H. N. Dudding,

> 6-pounders, 870 i.h.p., Commander W. W. Smythe, cruising. Orlando, British cruiser, 5,600 tons, Capt. J.

> > Manila, The Control of the Control o

1,200 i.h.p., Lieut. Comdr. J. F. E. Greco

Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 lh.p., Lieut-Comdr. S. V. Y. De M. Cowper, Foochow. Rattler, 1st class gunboat, 715 tons, 6 guns

1,200 i,h.p., Lieut.-Com. The Hon. G. A. Hardinge, en route Singapore. Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong. Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong. Undaunted, 1st class cruiser, 5,600 tons, 12

guns, 8,500, i.h.p.; Capt. A. C. Clarke, en route Manila. Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, cruising. Waterwitch, surveying vessel, 620 tons, Com-

mander W. P. Dawson, Foochow.

320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, cruising. Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Whiting, twin screw, torpedo-boat destroyer,

Miscellaneous.

Eina, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai. Kaiserin Elizabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai. Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Strombali, Italian cruiser, 3,359 tons, Captain

Cantantnis, Shanghai.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5.000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur. Aleout, Russian gunboat, 810 tons, 8 guns, 760,

h.p., Captain Elkisky, at Vladivostock. Boore, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Dimitri Donskoy, Russian armoured cruiser,

5.893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthofft, at Vladivostock. Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff at Vladivostock.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Aathur. Koreyels, Russian cruiser, 1,200 tons, 9 guns,

. 2,150 h.p., Capt. Serebriamikoff, at Port Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore. Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff. at Vladivostock.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Tenriche, at Vladivostock Nayezdnik, Russian cruiser, 1,334 tons, 14 guns 1,800 h.p., Capt. Zarine, at Port Arthur.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki. Painial Azova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenins, at

Vladivostock. Capt. Domolifoff, at Port Arthur." Rurik,f Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500, h.p., Capt. Groupt, at Port Arthur. Silatch, Russian gunboat, 4 guns, 1,200 h.p.,

Capt. Barronoff, at Vladivostock. Sissoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 i.h.p. Capt. C. Parenayo; 🦟 at Port Arthur. Stvootch, Russian gunboat, 950 tons, twin

screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur. Zafiro, U.S. dispatch-vessel, Master A. M. Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Port Arthur. Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock. Vsadnik, Russian torpedo boat, 400 tons, 18

guns, twin screw, 3,500 h.p., Capt. Rogulf, at Vladivostock. Yakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock. Zabiaka, Russian cruiser, 1,230 tons, 20 guns,

2,000 h.p., Capt. Shkruff, at Port Arthui. RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.) Borgo, 1st class, Russian torpedo boat, 81 tons.

3 guns, 2 torp tubes 1,100 h.p., speed 21 Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots. Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed

19.7 knots. (1st and 2nd class.) Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchichi, Russian-torpedo-boat, 87-tons, 4 guns, 970 h.p., 19 knots. Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots. Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots. Siste, Russian torpedo boat, 23 tons, 1 gun, 220 ... h.p., 16 knots.

Skorpion, Russian torpodo hoat, 23 tons, 1 gun. 220 h.p., 16 knots. Sootchena, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots. Sterlaid, Russian torpedo boat, 23 tons, 1 gun,

220 h.p., 16 knots. Strauss, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots. Sunguri, Russian torpedo boat, 140 tons,-4 guns, 1,800 h.p., 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots. Flagship of Vice-Admiral Alexeieff. * Flagship of Rear-Admiral F. V. Dubossoff.

† Flagship of Rear-Admiral Reconoff. THE FRENCH SQUADRON.

Aspic, French gunboat, 463 tons, 6 guns, 453 hip., Captain Journet, at Saigon. Bayard, French flagship, 5,968 tons, 36 gunta Ecoktown, Calrus, Townsville, Brisbane, 4.100 h.p., Capt. Joannhi, at Yokohama. Sydney and Melbourne—Per Eastern on Beautemps-Beaupre, French cruiser, 1,246 tons 14 guns, 895 h.p., Capt. Ternet, at Chefoo. Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Saigon. Comète, French gunboat, 473 tons, 6 guns, 631:

h.p., Captain Simon, at Saigon. 36 guns 631 i.h.p., Captain Bernard, at Eclaireur, Franch cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay.

Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki. Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo. 1,200 lih.p., Lleut.-Coundr. P. S. St. John, Jean Bart, French cruiser, 4,300 tons, 10 guns, 8,000 i h.p., Capt. Aubin, at Foothow.

Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai. Pascal, French protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motel, at

Pluvier, French despatch-boat, 545, tons, guns, 500 h.p., Comdr. Videl, at Bangkok. Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon.

Triomphanis, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at

Vouban, French flagship, 6,150, Capt. Boutet at Haiphong.

Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok. † Flagship of Rear-Admiral Gigault de

THE GERMAN SQUADRON.

Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven.

Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy. Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Seoul. Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow. Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at

Kaiser, German, flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-Moewe, German surveying vessel, 970 tons, Captain Korvetton, at Amoy.

22 guns, 8,000 h.p., Captain Truppel, at Kiaochow. Flagship of Rear-Admiral von Diederichs

* Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON. Baltimore, Flagship, U.S. cruiser, 4,413 tons,

10 guns, 10,064 h.p., Capt. J. M. Forsyth, at Manila. Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila. Callao, U.S. gunbont, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.

Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p. Lieut.-Comdr. N. J. K. Patch, at Manila. Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666, i.h.p., Capt. Geo. W. Pigman, at

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Coindr. S. M. Ackley, at Manila. Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila. Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila, Iris, U.S. distilling-ship, 6, too tons, 1,300 h.p., Lieut.-Comdr. W. H. Everett, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila. Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai. Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila. Nanshan, U.S. collier, Lieut. L. A. Kniser.

Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde. at Hongkong. Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p., Comdr. C. C. Cornyell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns,

800 h.p., Comdr. Harry Knox, en route Wheeling, U.S. gunboat, 1,000 tons, 6 guns,

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at

Post Office.

A Mail will close:-For Shanghai-Per Machaon to-morrow, the 18th instant, at 11.A.M. For Singapore-Per Calchas to-morrow, the

18th instant, at 11 A.M. For Amoy and Singapore—Per Charterhouse to-morrow, the 18th instant, at 2 P.M. For Swatow-Per Bellerophon to-morrow, the 18th instant, at 3 P.M.

For Kongmoon, Samshui and Wuchow-Per Samshui to-morrow, the 18th inst., at 4 P.M. For Yokohama and Kobe-Per Sibiria tomorrow, the 18th instant, at 4 P.M. For Yokohama and Kobe-Per Heidelberg to-morrow, the 18th instant, at 4 P.M.

For Swatow and Bangkok-Per Taichiow

on Thursday, the 19th instant, at 9 A.M. For Holhow, Singapore and Bangkok-Per Loosok on Thursday, the 19th inst., at 9 A.M. For Amoy-Per Jason on Thursday, the -19th-instant_at_9 A.M. For Shanghai, Nagasaki, Kube, Yokohama, Honolulu and San Francisco-Per Nippon

Maru on Thursday, the 19th instant, at 11 A.M. For Singapore, Penang and Calcutta-Per Arratoon Abcar on Thursday, the 19th instant, at 2 P.M. For Kobe, Yokohama, Victoria, (B.C.) and Scattle (U.S.A.)-Per Kinshiu Maru on

Thursday, the 19th instant, at 3 P.M. For Shanghai and Tsintau-Per Lycemoon: on Thursday, the 19th instant, at 4 P.M. 🗆 For Singapore, Samarang and Sourabaya-Per Hinsang on Friday, the 20th instant, at

For Kongmoon, Samshui and Wachow-Per Wuchow on Friday, the 20th instant, at 4 P.M. For Manila-Per Nanyang on Friday, the 20th instant, at 4 P.M. For Singapore, Penang and Colombo-Per-Tamba Maru on Saturday, the 21st instant, at: IO A.M.

For Europe, &c., India, via Tuticorin-Per Laos on Saturday, the 21st instant, at 11 A.M. For Nagasaki, Kobe and Yokohama-Per. Kasuga Maru on Saturday, the 21st instant, at Sun Chow, Chinese steamer,-Ah You. For Nagasaki and Vladivostock-Per Daphne on Saturday, the 21st instant, at 4 P.M.

For Manila, Port Darwin, Thursday Island

Saturday, the 21st instant, at 4 P.M. For Yokohama and Kobe—Per Changshan on Sunday, the 22nd instant, at 9 A.M. For Amoy, Shanghai, Kobe, Yokohama, Honolulu and San Diego-Per Thyra on Sunday, the 22nd instant, at 9 A.M. For Kongmoon, Samshui and Wuchow-Per For Shanghai, Nagasaki, Kobe, Yokohama,

Samshui on Monday, the 23rd inst., at 4 P.M. Victoria and Vancouver, B.C .- Per Empress of China on Wednesday, the 25th inst, at 15 A.M. For Manila, Thursday Island, Townsville. Brisbane, Sydney and Melbourne-Per Yawata Mary on Friday, the 27th instant, at 3 P.M. Printed and Published by RIHELBERT For Europe, &c., India, via Tuticotin-Per FORBES SKERTCHLY AND TO Queen's Parramatta on Saturday, the a8th instant, at | Road Central in the City of Victoria, Hours

JAPANESE MEN-OF-WAR.

Battleships. Vashim: 1st class, 12,400 tons, 36 guns, 14,000 h.p., at Yokohama.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki. Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships. Maisushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila. Ilsuskuskima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki. Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimasu Kongo, and class, 2,550 tons, 13 guns, 2,035 h.p. Hiyel, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.,

Helyen, and class, 2,000 tons, 15 guns, 2,400 h.p. Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p. Chitose, protected cruiser, 1st class, 4,978 tons. 30 guns, 15,500 h.p.

Akaski, protected cruiser, 1st class, 2,800 tons 30 guns, 8,500 htp. Yoshino, protected craiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo. Nanisva, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila. Takachiho, protected cruiser, 1st class 3,700

Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p. Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, ro,000 h.p., at Manila. Akilsusu, protected cruiser, 1st class, 3,150 Prinsess Wilhelm, German cruiser, 4,400 tons, 26 guns, 8,500 h.p.

tons, 24 guns, 7,120 h.p.

Manila.

Suma, protected cruiser, ist class, 2,700 tons, 24 guns, 8,500 h.p. Idrumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p. Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p. Akitsushima, protected cruiser, 1st class, at

Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p. Takao, and class, 1,764 tons 15 guns, 2,400 h.p. Yaeyama, 3rd class 1,000 tons, 10 guns, 5,630 Tsukushi, 3rd class, 1386 tons, 12 guns,

Sloops and Corvettes. Musashi, 1,490 tons, 10 guns, 1,600 h.p. Kalsuragi, 1,480 tons, 10 guns, 1,600 h.p. Yamato, 1,480 tons, 10 guns, 1,600 h.p. Tenriu, 1,550 tons, 10 guns, 1165 h.p. Kaimon; 1,360 tons, 10 guns, 1,125 h.p. Amagi, 1,030 tons, 13 guns, 720 h.p.

Gun-boats. Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko. Akagi, 620 tons, to guns, 700 h.p., at Chefoo. Atago, 620 tons, 10 guns, 700 h.p. Maya, 620 tons, 10 guns, 700 n.p. Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan. Soko, 572 tons, 4 guns, 400 h.p.; Invaki, 600 tons, 6 guns, 400 h.p. Chinto, 490 tons, 5 guns 472 h.p. Chinesi, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p. Chin Pui, 500 tons, 9 guns, 455 h.p. Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat. Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p. Torpedo-beats. Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Hongkong. Kolaka, 190 tons, 6 torpedo-tubes, 1,400 h.p. Shiramubi, torpedo-boat, 278 tons, Comdr.

Kosoma, at Hongkong, 14 boats (Creusot); 56 tons, 2 torpedo-tubes, boat (Normand), 75 tons, 2 tornedo-tubes, boots (Schichau), 90 tons, 3 torpedo-tubes, 1,081, h.p., Comdr. W. T. Burwell, at 4 boats (Yarrow), 40 tons, 3 torpedo-tubes,

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 1 to boats (Yarrow), 40 tons, 3 torpedo-tubes, 3,392 h.p., Comdr. C. S. Sperry, at Manila. 620 h.p. Miscellaneous. Rinjo, armoured cruiser, 2,530 tons, 10 guns,

> (used as gunnery training ship.) Kanjin, sailing ship, 877 tons, 6 guns. (used as training ship.) Manifu, sailing-ship, 877 tons, 6 guns. (used as training ship.) Tsukuba, wooden screw steamer, 1,989 tons, -- '-- to guns, '520 hip.'

(used as training ship.) Asansa, sailing corvette, 1,420 tons, 12 guns, Jingel wooden paddle steamer, 1,465 tons, 2 small-guns.

(used as torpedo training ship. RIVER STEAMERS, SCHOONERS,

AND LORCHAS.

Fatshan, British steamer, 2,260, J. Dick,-Hongkong, Canton, and Macao Steamboat Ho-nam, British steamer, 1,377, H. D. Jones, --- Hongkong, Canton, & Macao Steamboat

Powan, British steamer, 1,890, A. N. Patrick,-Hongkong, Canton, and Macao Steamboat Hankow, British steamer, 2,235, C. V. Lloyd,-Butterfield & Swire. Hoi-tong, Chinese steamer, 409 tons, Captain Austen,-Chi Wo & Co. Tai-on, British steamer, 728, Goblouski,-Tai On Steamship Co.

Chun Wai, British steamer,-Kwong Wan S.S. Hongkong and Macao. Heungshan, British steamer, 1,055, W. E! Clarke,-Hongkong, Canton and Marao

Macao and Canton Lungshan, British steamer, 108, Morrison,-Hongkong, Canton and Macao Steamboat Kiangtung, Chinese steamer, 503, Holmas, ...

Steamboat Co.

China Merchant Steam Navigation Co. Canton and West River. Lungklang, British steamer, 10% 1. J. Lossieres, -Hongkong, Canton and Macao Beam-City of Whampon, Chinese steamer, 40,-Ah

Hongkong and West River. Choung Kong, Y. Kun, 18.—Kwong Wan S.S. Lil, American lorcha Wuchow, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.

Samshul, British steamer, Summers, -Hongkong Canton Macao Steamboat Co., J. M.
& Co. and B. & S.

Lorches and Schooners.

Kutsing lotchs, 160, Reynblds, Hongkong to

Canton, Hung Kum Sing.